

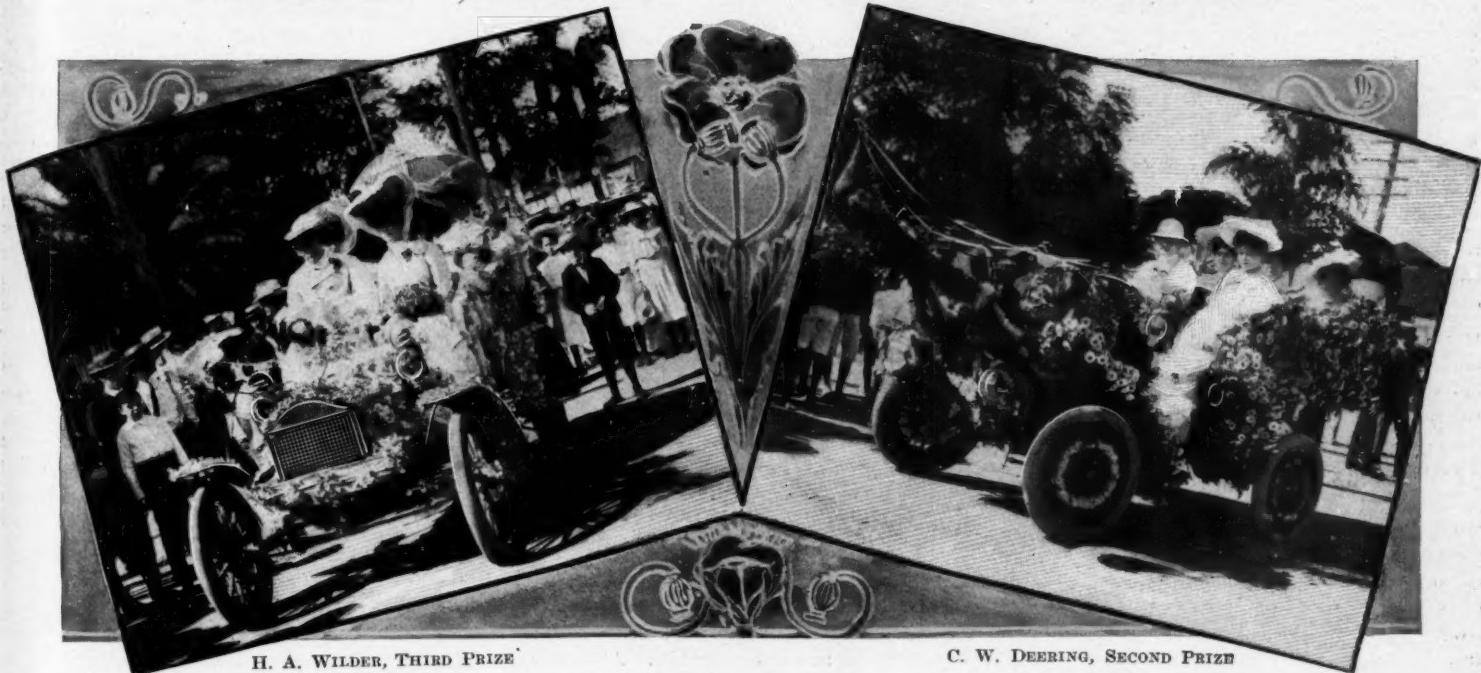
# MOTOR AGE

VOL. VI. NO. 24

CHICAGO, DECEMBER, 15, 1904

\$2.00 Per Year

## FLORAL PARADE IN SUNNY HAWAII



H. A. WILDER, THIRD PRIZE

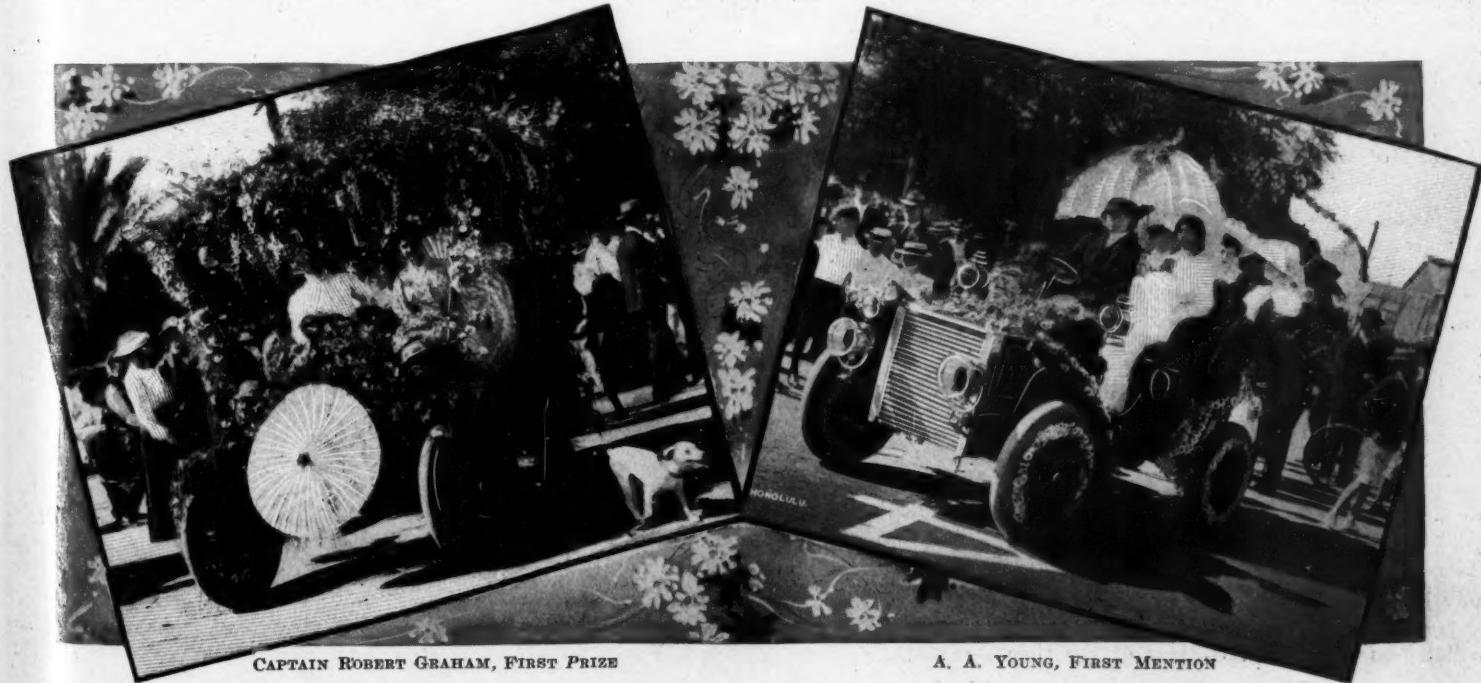
C. W. DEERING, SECOND PRIZE

Honolulu, T. H., Nov. 28.—The acme of interest in automobiling in Hawaii was reached Thanksgiving day, when in a floral parade there gathered a score of motor vehicles ranging from an Orient buckboard to a White touring car, all resplendent in color, bright with pretty women in gay gowns, and applauded by thousands who gathered at the rendezvous in front of the Executive Build-

ing and at Kapiolani park, Waikiki beach, where prizes were awarded.

It was a brave showing for the initial feature and the brilliance of the flowers and dresses of the riders made the display one which could have been effected probably nowhere else in the United States at the time. The day was like the great majority of Hawaiian days, a perfect one, with cloudless

sky and soft, balmy airs. The route was through the prettiest part of the city and the enjoyment of the occasion by the participants and onlookers alike was supreme. Everywhere were crowds to greet the paraders, and the smooth streets and carefully prepared boulevards made the parade one of pleasurable enjoyment for all those who turned out to welcome the motor car to Hawaii.



CAPTAIN ROBERT GRAHAM, FIRST PRIZE

A. A. YOUNG, FIRST MENTION

## NEW RELIABILITY RULES

### British Club Frames Set of Conditions After Experience in Several Competitions

London, England, Nov. 28—The Automobile Club of Great Britain and Ireland has issued new rules in regard to long-distance reliability trials held under the observation of the club. It is required that the trials must be held over a distance of at least 500 miles, and that a day's run must not exceed 200 miles. Under the circumstances 13 hours constitute the day and 11 out of the 13 hours may be spent in driving the car. During the morning half an hour is to be used in adjusting the car, while evenings 1½ hours may be used in washing, examining and adjusting the machine. The car will be under the control of the observers of the club from the time it is brought in to be weighed until after the trial is over and the car has been examined. A speed of more than 19½ miles per hour may not be exceeded for the average run and the routes will be selected by the club.

All stoppages of the car wheels shall be recorded. Voluntary stops shall be stops which the observer authorizes, such as stops of the car or engine for legal requirements, traffic, meals, lighting lamps, fitting non-skids, or for convenience of observer or driver. The engine may be stopped while running downhill or during repairs of tires. All involuntary stoppages and the reasons thereof, and the time occupied, will be noted by the observer and stated on the certificate. An involuntary stop shall mean any stop caused by failure of any part of the car or mechanism, or made for the purpose of carrying out any adjustment or repair which if not carried out might cause such failure. All stops for tires will be noted and stated on the certificate, but the time so occupied will be noted only for the purposes of arriving at the net running time. Adjustments and repairs are to be carried out by the driver or mechanic, but one only of them may take part in such work, except in the case of repairs to tires. Neither driver nor mechanic shall be allowed to leave his seat or make any repair or adjustment while the car is running. The changing of sprockets for hill-climbs, or at any time during the trial, shall not be permitted.

The club reserves the right to add to the certificate as record of the parts which, at the end of the run, show an undue amount of wear.

The full complement of passengers or equivalent ballast, which shall not consist of spare parts, shall be carried throughout the run, and the total weight thereof shall amount to not less than 154 pounds per passenger seat. The competitor shall be responsible for filling all seats except those for the observer or observers. The observer or observers shall have the choice of seats. No extra passengers shall be carried beyond those for whom seats are provided. Mechanics shall not be allowed to ride on the floor or step.

The car is to be properly washed between the several runs, and the driver or mechanic may lift the bonnet and floor boards for examination of the engine, etc., and no record will be made on the certificate of the time

so occupied, provided that no tools be used. The time occupied in adjustments or repairs either before or after a run, together with the nature of such adjustments or repairs, shall be noted and stated on the certificate. The driver and mechanic may be changed only at the end of each day's run.

The car at the conclusion of a day's run shall be kept for the night in the custody of the club.

With regard to the speed at which the cars may be driven it is stipulated that the committee of the club will have the power to disqualify a car for traveling at a speed in any place which it may consider excessive. If the driver disregards the observer's notice that he is driving too fast he may be disqualified. The roads selected by the club must be followed and the driver will be given full particulars concerning them and the observer will be instructed to assist him in this direction.

The consumption of fuel, water and lubricating oil during the trials will be carefully noted and the information will be contained in the certificate delivered after the trials. The club reserves to itself the right to test the efficiency of the brakes of the car.

A competitor entering for a club reliability trial agrees to accept the official records of the club, and authorizes the club to publish them in such a manner as the club thinks best. The competitor may publish only the full and complete certificate issued by the club. In the event of his desiring to publish any other matter relative to the trial he shall submit the printed proof of such matter to the club before its proposed publication.

### THREE AMERICAN ENTRIES

New York, N. Y., Dec. 13—It would appear that America's representation in the June Gordon Bennett cup race would consist of two Pope-Toledos and a Locomobile. Although the entries close Thursday, Colonel Pope's entry of the 90-horsepower Pope-Toledo is the only one thus far received. It is known, however, that W. T. Muir, of Lexington, wishes to enter a Pope-Toledo and this will come through Orlando F. Weber, of Chicago, from whom a telegram was received at the automobile club today stating that an entry was being mailed. The entry of Dr. H. E. Thomas, of Chicago, is certain, according to A. L. Riker, of the Locomobile Co. of America, which is building his new car.

### TO CLIMB PIKE'S PEAK

Denver, Col., Dec. 14—G. A. Wahlgren today announced that next August the Overland Racing Association would conduct a climb up Pike's Peak, expecting to make it an annual event with worth-while prizes. The road distance is about 14 miles and the elevation 8,000 feet. Pike's Peak has been climbed twice, the first time by Felker, of Denver, in a Locomobile steamer.

### OLDFIELD BREAKS RECORDS

Fresno, Cal., Dec. 14—Yesterday at the race meet at the trotting track here, Barney Oldfield, who with his 60-horsepower Peerless Green Dragon, was the star performer, succeeded in a record trial in breaking all records from 15 to 50 miles. His time for 15 miles was 14:03; for 25 miles, 23:38½, and for 50 miles 48:39½.

## GOVERNMENT AID SURE

### Senate Committee Will Report Favorably on Passage of Latimer Good Roads Bill

Washington, D. C., Dec. 9—Automobilists throughout the country will be glad to learn that the senate committee on agriculture and forestry has made a favorable report on the Latimer bill, which has for its object the improvement of the public roads and carries an appropriation of \$24,000,000, to be available in three annual installments of \$8,000,000, beginning with the next fiscal year. This fund, in the event of the enactment of the bill, is to be used in the construction and improvement of the public roads of the country, under the direction of the secretary of agriculture, through a bureau of highways.

The details of the Latimer bill have already been published in MOTOR AGE. Briefly, the bill provides for a plan of co-operation between the states and the United States, whereby the states may apply for and receive a proportion of the sum appropriated, according to population, on condition that they provide the necessary right of way for such roads as are sought to be constructed or improved; that the roads shall be of such public importance as to justify construction or improvement, and that they will be maintained without recourse to the United States after they are so constructed or improved.

In its report the committee says the first point of inquiry is as to the constitutional power of congress to make an appropriation for road purposes. The broad construction that has been given to the "commerce clause" of the constitution by the enactment of river and harbor legislation would seem to leave little doubt of the power of congress to make an appropriation for the construction and improvement of the roads if such an appropriation was thought desirable. The committee submits that the main question in the consideration of the proposed appropriation is not one growing out of any well-founded constitutional objection to it, but is one rather of policy and expediency, and then proceeds to consider that phase of the question. It sets forth that under the system of road building and improvement now in vogue in most of the states, about one-third of the people are called upon to do all the road-work—the people who live on the road. They are required to work so many days on the road each year or to pay so much in lieu of their labor. The work done in this way is scarcely sufficient to keep the roads in passable condition, much the less to build permanent highways. Some of the states levy a road tax, and because of their great wealth have been able to do something toward the building of permanent high-class roads.

The real difficulty lies in the fact that under either method a large part of the population and wealth escape taxation for road duty altogether. The plan of the Latimer bill is to relieve this difficulty by appropriating one-half of the cost of improving the roads out of the national treasury. The improvement of the roads is a gigantic undertaking, and in that fact lies the first and most urgent reason for national aid. It

will not be contended that the roads should be allowed to remain as they are. They must be brought up to the proper standard by some means, and money is that means.

In conclusion the committee report says: "The roads of the country are the avenues of the prosperity of the whole country. They are of vital importance. The present condition should be a source of mortification to the nation. Nearly every other civilized nation has taken hold of the question and established magnificent systems of roads. It was only when the general government took hold of the matter that the roads of foreign countries were made permanent. We are languishing in the mud still. While we have outstripped the earth in nearly every other direction, we are in this respect on a par with Asia and Africa and the semi-civilized nations of Europe. As a matter of national pride this question should appeal to the consideration of every patriotic citizen. The improvement of the roads will make for the upbuilding and uplifting of all the people in every department of life, and the passage of this bill would be entirely consistent with our constitutional power and in line with our public duty."

#### ARRANGE CITY SERVICE TEST

Paris, France, Nov. 28—The regulations of the electric vehicle competition arranged by l'Auto have been published and, as was expected, it will be a competition exclusively for city service cars. There will be three classes of cars: Open or closed vehicles or cars which can be opened and closed at will, carrying two passengers and weighing not more than 1,300 kilos, about 2,860 pounds, when ready to start; similar cars to carry four passengers and weighing at the maximum 1,500 kilos, about 3,300 pounds; similar cars to carry six passengers and to have a top to carry luggage, 66 pounds per passenger, the car not to weigh more than 1,800 kilos, about 3,960 pounds. The cars must be completely finished and have all the fixtures necessary for such vehicles. It will also be required that all have at least one double-acting brake and one reverse brake. The driver must be seated in such a way that he can easily see his route and handle his brakes and levers. A manufacturer may enter several cars of different styles.

The competition will be held in May and will last 8 days. Every day a trip of 100 kilometers will be made either within the limits of Paris or into the suburbs, and all cars must be returned to the charging station at the end of the day's trial.

The jury will be formed of three persons selected by the competitors and three persons selected by the executive committee, which is formed of Marquis de Chasseloup-Loubat; Henry Desgranges, editor of l'Auto; M. Foresier, president of the technical committee of the Automobile Club of France; Pierre Souvestre, M. Hospitalier and R. Bourdil. In its findings the jury will consider the cost, comfort, noise, ease of operation, average cost of running 100 kilometers.

Manufacturers must send to the committee information concerning the weight of the batteries, the electric charge necessary for the daily work, weight of the car when empty and when loaded and of the motor, the name of the representatives of the company which are to take part in the test.

## RECORDS GO ON COAST

### Local Driver Cuts Times for Touring Cars From 6 to 25 Miles—Oldfield Disabled

San Francisco, Cal., Dec. 9—World's records were broken Sunday afternoon on the track of the Agricultural park, in Sacramento, but although Barney Oldfield and his Peerless racer were there and had started for records they were not made by this combination. Charles Burman was king for the day, and in a 24-horsepower Peerless stock car lowered the track marks for this class of cars from 6 to 25 miles, covering the latter distance in 26:50, an average of 1:03 per mile. Five miles were covered in 5:20%, 10 miles in 10:40%, or 9½ seconds better than the former record, and 20 miles were covered in 21:04%.

Oldfield and the 60-horsepower Green Dragon started for records up to 25 miles. The first mile was in 56 seconds and the second in 1 second less. The pace was kept up and fractions of a second were clipped at every mile. It seemed as if a great record would be the outcome of the ride, as the track was in good shape, the machine seemed to be in its best running condition, and Oldfield confident. At the end of the eighth mile it was noticed that something had happened to the machine, as one of the outer wheels was leaning towards the edge of the car. Immediately signals were made to Barney, who stopped the car near the stand. An examination showed that the rear axle had snapped and that the differential casing had cracked nearly an inch. The time of the 8 miles which Oldfield covered was 7:30%.

The large crowd was much more interested in the match between Burman, who drove the 24-horsepower Peerless, and Dr. J. Sargent, who drove a 24-horsepower Pope-Toledo, and had an allowance of 1 minute. Burman drove his car well, going the second mile in 1:03½ and overtaking Sargent during the fifth and last mile. The crowd went wild with enthusiasm when the Peerless driver got the lead. The 5 miles were covered in 5:51%, which is a record for competition. The Pope-Toledo car was more successful against the Cadillac and the Rambler, in the 3-mile handicap, in which both of the smaller machines had an allowance of 1:30. Sargent won in 5:56%, the Rambler being second.

Before starting in his attempt to break the records up to 25 miles Burman gave a 3-mile exhibition. The first mile was covered in 1:06, the second in 1:06½ and the last in 1:04, or 3:16½ for 3 miles. One of the features in connection with the races was that at least 1,000 people lined up along the railroad embankment and upon the fences and these railbirds were the most enthusiastic spectators of the afternoon.

#### WALLACE MAY BE CHAIRMAN

Boston, Mass., Dec. 9—From New York comes a well-defined rumor that Mr. Pardington will decline a reappointment as chairman of the A. A. A. racing board, and that his successor will be William Wallace of this city. Mr. Wallace is well and popularly known among the drivers as a man who is

willing to take his chances in any kind of a contest, as a true sportsman and one familiar with all lines of motor racing. As a driver of fast racing cars and owner of motor boats he has the past year made a name for himself, and his selection as chairman of the board would meet with the approval of a large number of the leading motorists. Mr. Wallace says he has heard nothing regarding the rumor, and President Whipple told a MOTOR AGE man this morning that he also was unaware of such a scheme. He would not admit that Chairman Pardington had declined a renomination. He said the election was some time away and it would ill become him, as the presiding officer of the organization, to make any statement tending to show what the future course would be. He has received the nomination, but not the election of president as yet, and until such time he declined to make any statement on the subject.

There is every reason to believe Mr. Pardington has himself made the statement that under no condition would he again accept the chairmanship of the board. The past season was a busy one for him, and it is understood that he feels that he has done his share of work towards advancing the racing cause of interest in this country and is now willing to step aside and give some one else a chance to labor in the good cause.

#### BIG FUND FOR GOOD ROADS

Albany, N. Y., Dec. 8—The New York legislature at its coming session will be asked for an immediate appropriation of \$4,000,000 for highway improvements under the Higbie-Armstrong act and to again enact a bill authorizing a \$50,000,000 bond issue to carry out a scheme for good roads outlined by the state board of engineers and surveyors a year ago.

This action was decided upon at a meeting of the board's executive committee, which met today. It will be presented to the annual good roads convention of delegates representing the various boards of supervisors of the state to be held in this city on January 24 and 25. This executive committee represents 350 delegates from fifty-seven counties of the state, which are interested in road improvement, and it is the duty of the committee to prepare recommendations for legislative enactment.

Those present were W. Pierpont White, Utica; Albert R. Shattuck, New York; Dr. Edward J. Bedell, Albany; S. S. Salisbury, Auburn; Charles T. Chamberlain, Elmira; F. B. Parker, Batavia; Arthur Warren, Rochester; Robert E. Gilman, Syracuse; Ira P. Cribb, Canandaigua, and John Gick, Saratoga county.

The committee in a statement issued says: "The report will ask for \$4,000,000 this year, as the counties have appropriated that much money. It will also ask the legislature to again pass the \$50,000,000 bond issue to build 1 mile in 10 of all the highways in the state, making a state system of 7,500 miles. The bond issue has been discussed widely throughout the state before boards of supervisors, highway conventions, farmers' institutes and grange meetings, and wherever it has been explained has met with the approval of the people who want to develop roads leading to the present shipping centers throughout the state."

# MOTOR AGE

Published Every Thursday by  
THE TRADE PRESS CO.  
N. H. VAN SICKLEN, Manager  
1303 MICHIGAN AVE., CHICAGO

Telephone Calumet 7011  
New York Office, 140 West 38th Street.  
London Office, American Publication Bu-  
reau, 58 Manor Park Rd., Harlesden, N. W.

MEMBER NATIONAL  
ASSOCIATION  
OF AUTOMOBILE  
MANUFACTURERS

MEMBER  
CHICAGO TRADE  
PRESS  
ASSOCIATION

Entered at the Chicago Post Office as Second Class  
Mail Matter

Subscription, Two Dollars per Year  
Foreign Subscription, Four Dollars

Any Newsdealer may obtain Motor Age through the  
Western News Co., Chicago, or any of its  
branches, on a returnable basis

The small cities, towns and villages of the country have been neglected by the automobile trade. Most of the manufacturers have seemed particularly desirous of securing **THE RURAL TRADE IS OF VALUE** agencies in large cities, among which the total product might be distributed. In the case of a certain class of expensive cars this condition is probably justified, but in the case of small and moderate size and price automobiles it is equally true that the country has not been given the attention which it wishes.

The small cities and towns and even the rural districts are literally packed with possible automobile buyers. Almost every town in the country has its automobile or automobiles, and every man in every town is studying those cars closely. The number of possible purchasers per 100 of population is many times greater in the small town than in the large city. It is true that these purchasers are not intending to buy vehicles which represent the price of a good home. They are intending and are greatly desirous of buying vehicles which can be used by them for the same purposes, and at the same or less expense than the horse conveyances they are now using.

If these thousands of likely automobilists actually become purchasers they convert themselves to motoring, and are their own salesmen. They pay their expenses to the nearest city, and, of their own accord, investigate the automobiles which are within their purchasing range. They are not much sought, they simply butt into the buying class, and yet they represent a buying element that sooner or later will become one of the most important factors of the whole retail trade.

Practically the only effort that is being made to reach these people is through direct periodical advertising. That such effort has proven profitable is shown by the number of country sales, but it is not followed up with anywhere near the degree of enterprise that is displayed in following up advertising which adds to its particular purpose to attract the city buyer.

There are innumerable ways in which missionary work can be done in the country so that the money spent in advertising may be backed by selling effort which will insure immediate and greatly profitable returns. This follow-up work might even extend so far as country dem-

onstration. When the expense of demonstrating cars to city buyers is taken into consideration it is not improbable that the expense per sale would be less in country demonstration.

One day with a demonstrating car in the average town would bring the merits of that car before all of the possible buyers in the community. The next town is 5 or 6 miles away. In a very short time a touring demonstrator could travel from New York to St. Louis at a moderate expense, and in the course of his trip demonstrate his machine to thousands of possible and even probable purchasers.

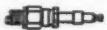
A rush through the country on a spectacular tour or race is effective advertising in one way. It is not as effective salesmanship as a quite quiet town to town tour made by a demonstrator who in each town can lay his hands without delay upon the people he wishes to reach, and with little competition explain to them the desirable features of his car.

There is going to be an immense profit in the sale of cars in the country, and the manufacturers who most energetically go after this trade will reap the greatest reward.

The makers who seek this trade early in the game have only to make one sale in each town to introduce the car to the whole town. This feature of country selling is an advantage that cannot apply to city trade.

The country trade is a natural, vigorous trade. It is one in which the demand is not one of fashion but of need. Its possibilities are limitless. There is every reason why it should be given the especial attention it merits.

The trade should not be slow in taking advantage of the opportunities which this wide field offers.



It is said that the National Association of Automobile Manufacturers intends to carry on a vigorous campaign against

**THE N.A.A.M. AND GOOD ROADS** unjust and stringent automobile laws. The association has already appointed

a committee to inaugurate this work, the initial movement being a test case of the licensing law so common in all states and communities. This is a worthy undertaking on the part of the N. A. A. M. and it is probable that its efforts will be crowned with success. At any rate it is to be expected that the association will put up an enterprising battle for what automobilists consider their constitutional rights.

A more important line of work, however, for the N. A. A. M. would be an active and extensive campaign for better highways. The association is and always has been nominally interested in the good roads movement, and has attentively tackled the problem several times. It has never made this subject its most impelling motive, and yet there is no organization on the face of the earth which might more appropriately put its heart, soul and pocketbook into a good roads movement.

The N. A. A. M. stands for the good of the automobile trade of America. The welfare of this industry is proportional to the future adaptation of the automobile, to the common purposes of the people.

As MOTOR AGE has several times pointed out, the manufacturer of fashionable rigs for fashionable people to use for fashionable purposes is not a permanent edifice of success. It is the temporary superstructure upon the foundation of experiment. It will be replaced by a com-

posite trade structure which is big enough and strong enough to enfold all of the purposes of road locomotion.

The National Association of Automobile Manufacturers is serving its own ends most admirably when it creates or assists to create conditions that will render the production of motor cars for all purposes a much easier and more economical enterprise than it is at present. The establishment of universally good highways means an increase in motor car efficiency which will be so appreciated by the public that scarcely will the roads of the country become worthy of their name when the motor car will become the universal means of conveyance.

It is highway efficiency and not automobile efficiency that we most need. The motor car of today has a greater working efficiency figured either in power or in dollars and cents than any other form of road vehicle, excepting the bicycle, which is of necessity a vehicle of limited usefulness.

Notwithstanding this condition the automobile trade is working tooth and nail to increase the efficiency of its product. In every factory in the land automobile engineers are trying their best to produce cars which will be reliable, efficient and economical in operation on all kinds of roads and thoroughfares which are wrongly graced with the name road. It is an almost hopeless task.

It is probably beyond the ability of the human race to reproduce a high speed conveyance which can be run economically over some of the highways that we have. To expect such a degree of perfection would be to expect that the highest type of railway locomotive might be run efficiently at good speed upon a construction train track thrown hurriedly across the frontier to pilot the way for the permanent road bed.

Automobile development, a creative force which has produced the highest type of road vehicle in less time than it has taken to build the postoffice of the city of Chicago, needs no exterior encouragement. It has shown itself amply capable of taking care of itself.

What the industry that it represents needs is highway development. The most good that the N. A. A. M. can do for the industry that it represents is the good it can accomplish in highway improvement. The whole trend of automobile usage depends upon the roads. The mechanical problems of manufacture of cars and the legal problems of the use of cars are but temporary troubles which will worry themselves away. The highways will not make themselves—they must be made—and those who are most directly interested in their creation must make them.

Universally good highways mean the doom of the horse. It is not to be expected that the horsemen will make their successors, the motorists, a present of good roads. The motorists must work for their own reward. Of all of the organizations of motoring there is no organization whose own selfish end can be so greatly benefited by highway improvement work as the national association of automobile manufacturers. It would even be fitting for the N. A. A. M. to assume the position of leader of all of the different organizations and private enterprises whose object is the establishment of good roads in the United States.



# Jump Sparks

Geisha girls at the importers' show! It's to that show!

The manufacturers of the Belgian Pipe car will not enter the international cup race next year—their pipe went out June 17, 1904.

Honolulu had an automobile parade a short time back, and the "ladies were all dressed in white." Were any of the native ladies there?

Here's a hint to the Chicago Automobile Club and the Automobile Club of America—The German Automobile Club has just purchased a club house for \$375,000.

The promised scrap in the A. A. A. circles fizzled. About the only way automobilists can get up a fight nowadays is to have outsiders such as park commissioners mix in.

The Latimer bill appropriating \$24,000,000 for governmental aid in the good roads cause is to be reported favorably to the senate, according to reports. Now the farmers will have additional cause to kick.

An automobile transportation company was recently formed in California with a capital of \$100,000, of which \$5 was subscribed at the time the concern was incorporated. Sort of Chadwickian, isn't it?

These are the days during which the automobile dealer assures his probable customer that his 1905 model is the best on earth, and then privately wonders if the car the factory expects to send him soon will make good.

MOTOR AGE in its issue of December 1 said: "The other automobile papers have so silently taken their recent beatings by MOTOR AGE, that it is about time for them to break out with a few remarks that are more flowry than complimentary." One of them did so last week, but in a way that was neither flowery nor complimentary—just foolish.

Judge Ainsworth, of Walnut Creek, Ariz., recently enjoyed his first automobile ride. On alighting from the vehicle he wobbled about like a sailor on shore leave after a long voyage, and it was some time before his honor could resume his ordinary dignified and stately stride. The best of the yarn is that the Courier, of Prescott, Ariz., which told the story, had nothing mean to say of automobiles.

Two remote sections of the earth are responsible for two decent things. In Australia the authorities realize that a speed of 5 miles an hour is not too fast for country districts and 10 miles not excessive in towns. In Holland a law has been passed which does away with speed limits but places the entire responsibility on the shoulders of the automobilist who, through his own carelessness or neglect, causes an accident. In other words, instead of placing a hardship on all automobilists because of the carelessness or neglect of one, it is proposed to punish the guilty individual to an extent that neither he nor any other driver will fail to heed the lesson. And this is as it should be.



The principal exhibit at the Paris salon opening day was President Loubet, who, according to cable reports, overshadowed all of the beautiful 1905 models.

After the American motorist has read that an English tire concern has dropped the price of tires some 30 per cent, no objections to American companies following suit will be heard from the users of tires.



William Wallace reported slated for chairman of A. A. A. racing board, vice Pardington.

San Francisco people see stock touring car make new marks from 6 to 25 miles for this class.

English controlling body issues new rules to govern reliability trials.

Experts on figures and motors say ocean race of motor boats with high power cannot succeed.

Latimer bill appropriating \$24,000,000 for governmental aid of good roads to be favorably reported to congress.

Government agents all over the world report great demand for automobiles.

German Automobile Club buys club house for \$375,000.

Prices of tires in England dropped by the Dunlop company.

Geisha girls to be a feature at importers' show in New York.

Automobilists of state of Washington organize to secure state law on government of automobiles and automobilists.

Committee of Indiana town drafts statement as to what automobilists and horse owners should do when meeting.

Iowa state automobile association admits city and county officials to membership free.

Law proposed in Holland doing away with speed laws and placing responsibility for accidents or damage on motorist alone.

Three entries assured for the James Gordon Bennett race from America.

Paris automobile show opened with immense attendance, including President Loubet.

Pittsburg architect accused of manslaughter in running down a woman with an automobile is acquitted.

Barney Oldfield breaks all records from 15 to 50 miles at Fresno, Cal.



Chicago's elusive Mr. Dove is still on the wing, according to detective reports.

Importers might find a ready sale in this country for English tricars if they would throw in an imported road with every machine.

Sam Miles was defeated in the election of president of the New York motor club. If Sam would come back to Chicago he might have better luck.

Out in Des Moines, Ia., a state automobile association has been formed, and the organizers were foxy enough to admit city, county and state officials free. Guess that ought to get results if anything will.

Motor Age discovered an "average citizen" who wasn't satisfied with the existing small car, and now it produces an "average citizen" who is satisfied. It is part of a newspaper's business to please all.

And to think that a little Hoosier town should be so smart as to get an unbiased committee together and that the committee should suggest an amicable settlement of the automobilist-horseman feud! That's what it did, though, praise be to it.

All the donors of prizes for events in the Ormond tournament want to give the trophies for special races that their names may be displayed on the program and in the newspapers. These people realize that it is more of a blessing to give than to receive—if the affair is well advertised.

That Cleveland "demonstration" in which the salesman's car slid backward down the hill it was trying to climb was about on a par with the demonstration of the Chicago salesman who asked the purchaser to get out and push the car up the approach to one of the bridges.

An expert at figures and gasoline motors says M. Charley's great scheme to hold a motor boat race across the Atlantic ocean will prove a dismal failure because no small motor boat could carry sufficient fuel to make the trip. That statement doesn't in the least destroy the advertising value of the scheme, even if the race is never held. And, besides, the trick has been turned already, and in a 38-foot craft, too; which is not so bad.

This is from Pacific Automobiling: "The Co. has retired from business. This firm had the misfortune to get cars, which soon went from bad to worse. As they had banked almost entirely on —s, they had to replace them with horses. They tried a — and a — and these two cars are still in good condition. But the plan the business was run on, and the bad luck with —s was too much for the business." This is not a criterion in English composition, but it goes a long way to show that the freedom of the press is in a more thriving condition on the Pacific coast than it is in the cities where the leading eastern automobile papers are published.

## PEOPLE OF LIBERAL MINDS

### Citizens of Rensselaer, Ind., Issue Statement for Benefit of Automobilists and Horsemen

Rensselaer, Ind., Dec. 10—If this little place has never been known to fame in any direction, certainly it ought to stand out in the limelight of automobile publicity now; it ought to go down into history as one place which harbors citizens who are fair minded and who anticipate the trend of things of a motive nature.

All over the world has the great public howled itself hoarse about the terrible automobile peril, and only in extreme cases and after much legal fighting have the rights of automobilists been secured in other towns, hamlets, villages, cities and other larger municipal sections. But Rensselaer comes to the front with a proposition which seems fair to horse owners and to automobilists, and the best part of it is that both classes seem to take most kindly to the new idea.

A short time ago a self-constituted but mixed committee of citizens met for the purpose of considering the best means to bring peace between horse drivers and operators of automobiles, realizing at the start that the latter were in no great danger of extinction and that sooner or later they would take their rights if they were not given willingly, and further that sooner or later everybody who could afford to own an automobile would be the possessor of one.

Then the committee talked things over and issued a statement, each member signing the same and making it public. The committee was composed of F. A. Ross, Dr. I. M. Washburn, J. J. Montgomery, Charles T. Dye, W. T. Elmore and Dr. E. Besser. The statement, which is at least unique, is as follows:

"Now that automobilists have come to stay, it is best that there should be a good understanding between drivers of these machines and the public at large, referring especially to the drivers of horses on our streets and highways.

"Every vehicle for carrying passengers or merchandise has equal rights on public highways with every other vehicle, whether propelled by hand or machinery or drawn by animals; but it is the duty of each person in control of such vehicles to respect the rights of others, and this applies as fully to the driver of a horse as to the driver of a machine, or to the mother wheeling her baby-carriage.

"For instance, no person who does not understand the handling of horses has any more right upon the public highway with a timid or fractious horse, or with rotten harness, or without constant control of the lines, than the driver of an automobile has to run recklessly on without complete control of his machine.

"Therefore, since it is extremely difficult for the machine driver to know to a certainty just how either persons or animals will behave upon his approach, and furthermore, since a constant stoppage for teams is most annoying where time is an object, particularly when such stoppage is really unnecessary, the following well known railroad signals are earnestly recommended in the belief that

their adoption by both parties will promote a very friendly feeling and help to educate horses to the new conditions:

"First, let the machine-driver blow the crossing signals on his horn when approaching teams or obscure road-crossings until convinced that his approach is noticed, meanwhile keeping his machine under control.

"Second, let the horse-driver always give one of the two return signals to the machine-driver, namely, either the "come-ahead" signal, by raising his arm straight up above his head and waving it from side to side, or the "slow down" signal, by holding his arm out level with his shoulder and moving it up and down. The machine driver will then go on past the team, or will stop, or slow down, or get out and lead the team, according to circumstances and the signal he gets.

"Third, if the horse-driver fails to give any signal whatever, let the machine-driver govern himself accordingly and always enquire why no signal was given.

"If this is done, and a little care is taken on both sides, horses will soon take no more notice of the machines here than they do in other places where automobiles are more numerous."

### CLASSED BY PRICE

London, England, Dec. 3—The industrial committee of the Automobile Club of Great Britain and Ireland has decided that next year's trials for cars will be run over a distance of 2,000 miles. There will be seven classes of cars, all of which must be touring vehicles exclusively. These classes will be made up according to the price of the car complete. Class A will be for cars of from \$1,070 to less than \$1,465; class B for cars at from \$1,465 to cars of less than \$1,950; class C for cars of from \$1,950 to less than \$2,435; class D for cars of \$2,435 to less than \$3,165; class E for cars of \$3,165 to less than \$3,895; class F for cars of \$3,895 to \$4,870, and class G for cars costing \$4,870 or more. A proposition that only British-made cars be admitted to compete was not accepted, but it was decided that British cars must be made entirely in England and that the rules of the James Gordon Bennett cup race concerning this particular point will be applied to the car. There will be a special award to the British car having made the most meritorious all-around performance, and no manufacturer or agent will be allowed to enter more than one car in any class. It was voted that the trials be held on a more popular and simpler basis and that they be conducted in such a way as to avoid causing inconvenience to other road users and the public in general. No date as to when the trials will be held has yet been selected and further regulations will also be made.

### WILL GIVE SMOKER

New York, N. Y., Dec. 13—Plans for a smoker on the Sunday before the automobile show at Madison Square garden were perfected at a meeting of the directors of the New York Motor Club last night. It will be an invitation affair and will permit automobilists and tradesmen to have a reunion under pleasant conditions.

Frank J. Griffin was elected treasurer. A. L. McMurry, who formerly held the office, will take his place on the board of directors.

## FRENCH SALON OPENED

### Annual Exhibition of Foreign Cars Begins at Paris—American Cars Favorably Received

Paris, France, Dec. 10—There is probably no other event today in France which has taken on such great importance as the inauguration of the automobile exposition. Yesterday, for the seventh time, the grandest of all the annual shows in the world was opened in the presence of President Loubet, some of the ministers, more than a hundred deputies and senators, city officials and county representatives, besides hundreds of automobile parts and accessories makers and dealers. Then there were several thousand others, among whom could be found almost every man and woman having a name in society, in arts, at the bar or in industries. The Grand Palais, where the main exhibits are located, had never before contained such a crowd, and the first day of the show must be considered as a special rehearsal by invitation, a la exclusive rehearsals of a new play or opera, given before personal friends, special guests and the press, but not the public.

It was with the greatest difficulty that one could examine and in some instances even glance at a car on exhibition, not because the men in the booths were too busy explaining technical matters about their cars, but because they were engaged in presentations, in exchanging compliments at the splendid general aspect of the great hall and were discussing the difference between last year's and this year's show. There was no effort on the part of the salesmen to book orders; in fact, this would probably have been considered out of place on this social day.

As in previous years, the president of the republic and his suite made a tour of the hall, stopping a few moments at each booth, talking with many manufacturers and being introduced to many newcomers in the trade. As usual a number of decorations were given by the president, but this year the number was far beyond expectation and the matter has caused widespread and favorable comment.

The decorations of the stands are grand. A fortune was spent in getting up splendid looking booths. The French makers believe an attractive stand forms part of the success of the show, besides playing an important part in the possibilities of selling wares.

Taken as a whole, there are not many radical changes in the 1905 cars on display. Only one or two concerns exhibit entirely different cars from their previous makes, and among them the de Dion-Bouton machines present the most striking changes.

Outside of the French makers the foreign exhibits are more interesting than at any previous salon, and this year especially, because several of the largest German concerns exhibit here for the first time. The American cars show in a striking way the tendency of the industry in America, inasmuch as it gives the visitors the opportunity of seeing the small American runabout and the big American touring car—the Oldsmobile and the Pope-Toledo. The former is now well known in Paris, but the latter is introduced for the first time and from the remarks

overheard the Pope cars are sure to be examined by makers and prospective purchasers.

Small cars are not numerous, and it goes to show that the majority of French makers believe the people do not care for them so long as they can get good touring cars at a moderate price. Of the latter, there are so many varieties that any man who wants to buy a car is sure to find something to suit his taste.

There are many new style bodies and in this particular line of the industry it seems difficult that much improvement can be made. Most of the cars have more powerful motors than last year's models.

While the automobiles are the principal part of the exhibition, as they will probably always be, there is a fine display of motor bicycles, and they show more improvements and changes than the big cars. The F. N. machine, made in Belgium, is probably the most interesting two-wheeler at the show. Commercial cars are also much in evidence this year and Panhard & Levassor have made a display of such cars as no other concern has ever before shown. Motor boats are surely a feature and everything shows that the makers of these craft are now entering upon a successful era.

#### SAVED 50 PER CENT

Paris, France, Nov. 30—Interesting figures were furnished a few days ago by the owner of a commercial car and the information given by him are really far beyond what had been anticipated in the actual saving of expenses by using motor vehicles instead of horses.

A manufacturer from Lille, using four horses for the transportation of his goods, purchased a Panhard commercial car, stipulating that it must be able to carry an actual load of 2,204 pounds and develop a speed of 15½ miles an hour. A 7-horsepower machine was suggested and accepted, the price being \$1,400. The manufacturer had kept track of the expense he had with his four horses, drivers and wagons and it amounted to \$803.20 from February 15 to October 31, 1903, a period of 260 days. The average expense per mile was .00356, the distance covered during the 260 days being 11,515.6 miles.

February 15 of this year he started to note every expense in connection with his motor truck and at the end of 260 days he figured it amounted to only \$410.55, or a saving of nearly 50 per cent, besides giving him better, quicker and more regular service. The principal item among the expenses was for tires and repairing them, which cost \$220; repair to the car, \$27.28; fuel, \$147.94; oil, \$13.46; lubricant, \$1.87. During the 260 days 11,515.6 miles were covered, or a little over 44 miles per day.

#### SCHOOL FOR FRISCO

San Francisco, Cal., Dec. 8—The suggestion for an automobile school in this city has been taken up by the local Y. M. C. A., and it now seems probable that an automobile course will be given soon after the beginning of the new year. Le Roy B. Smith, educational director of the Y. M. C. A., made his preliminary report to the educational committee a few days ago and stated that he had met with excellent encouragement and felt confident of the feasibility of the plan. He will look into the matter further and report.

## HYDE WINS FROM MILES

### Election for President of the New York Motor Club Goes to the Opposition Candidate

New York, N. Y., Dec. 8—The campaign attending the first annual election of the New York Motor Club had its origin in a desire to avoid cut and dried unanimity, resulted in two tickets in the field, progressed with a vigorous canvass for new members and wound up with a victory for the head of the opposition ticket, Charles H. Hyde, a hustling young lawyer, clubman and automobile enthusiast, of Brooklyn. The keynote of the election was the new members recruited. These were voted on at a meeting of the temporary directors held before the annual election.

"Mr. Hyde has proved himself the right man for the place," said Samuel A. Miles, the nominee on the regular ticket, when the club meeting was called to order. "He has hustled and got in thirty-five new members to vote for him. There is no dispute that a hustler of this type deserves the presidency of this club, and I most cheerfully withdraw in his favor."

Following Mr. Miles's withdrawal, Joseph Cowan, the opposition candidate for secretary, withdrew in favor of Louis R. Smith, the regular nominee. Mr. Miles was made vice-president and the rest of the regular ticket, most of whom had been endorsed by the opposition, went through unanimously as follows: W. J. P. Moore, second vice-president; A. L. McMurry, treasurer, and Angus Sinclair, F. T. Griffen, Colonel K. C. Pardee and Joseph Cowan, directors. The officers and directors constitute the board of directors.

Charles H. Hyde, the club's first president, is 37 years of age, a Brooklyn lawyer acting as sheriff's counsel, and a member of the Brooklyn, Hamilton and Nassau County clubs, the Dyker Meadow Golf Club and the Long Island Automobile Club.

The election ended with the best of good feeling. The contest added forty-nine new members to the roll, raising the total to 110. The club held its first annual meeting in a handsomely fitted suite of three club rooms in Bretton hall, a fashionable family hotel at Eighty-sixth street and Broadway, managed by Anderson & Price, of Ormond tournament and Mount Washington hill-climb fame.

The club now has on its roll some of the most prominent tradesmen, clubmen, lawyers, brokers and business men in the city. The club's hustle, democracy and plans for discussion and entertainment have made it an attractive proposition to all interested in automobiling, and a big organization with a successful future seems assured.

Following the meeting there was the usual entertainment, which is to be a feature of the club's frequent gatherings. This time it was a biograph exhibition of automobile events, including the Bennett cup race in Ireland, the Mount Washington climb, and the ascent of Mount Cenis by Captain Deasy in a Martini car.

#### TALKED ABOUT GOOD ROADS

Syracuse, N. Y., Dec. 12—Frank Z. Wilcox, vice-president of the National Good Roads Association and special commissioner to Great Britain, gave an able address to the members of the Automobile Club of Syracuse at its meeting last week. Mr. Wilcox went into

the subject from all standpoints, showing the benefits and the necessities of better highways throughout the country. He took up the matter of state aid and the bonding proposition and said he would not minimize the difficulties in the way of securing good roads. "To obtain good roads in the rural districts, how best shall they be constructed and maintained, involves the greatest problem in the administration of internal affairs which the American people are attempting to solve." The best manner to secure good roads, their cost of construction and repair and maintenance were considered fully. Mr. Wilcox closed by saying: "Someone has said that there are three elements necessary to secure good roads—the first is drainage; the second drainage; and the third drainage." My experience teaches me that back of all this there are three things necessary if the object of good roads is ever attained—the first is brains; the second brains; and the third brains. Give me these with the appliances we already have and those which are in sight, and instead of sinking our roads in the Slough of Despond or going straight up over Delectable mountains where seeming few people desire to travel."

#### DE BOBULA ACQUITTED

Pittsburg, Pa., Dec. 12—The first case in the United States in which a motorist was put on trial charged with voluntary manslaughter was tried here last week and resulted in the acquittal of Titus De Bobula, the owner and driver of the automobile. The jury was out almost 24 hours before it reached a decision and when the latter became known automobilists in the city expressed the opinion that any other decision would have been unjust. De Bobula, who is a well known architect, ran over an old lady some time ago and a coroner's jury exonerated him from any blame. The woman's son then had a warrant issued for his arrest charging him with manslaughter. There were many witnesses and almost all stated that the car was being driven at the time at a speed which permitted it to be stopped within 5 or 6 feet. The chief of police of Duquesne, the suburb in which the accident occurred, testified that De Bobula was driving the car at from 4 to 6 miles an hour and that he was not at fault. It was shown that the woman did not see the machine coming and that when the driver tooted the horn she either became confused or did not hear it, and was run over.

#### GEISHA GIRLS AT THE SHOW

New York, N. Y., Dec. 10—Plans for the installation of the importers' automobile salon, which is to open January 11, and continue for 2 weeks at the Herald Square exhibition hall, are now being completed by the management. All exhibits are to be made upon raised platforms, which will be uniformly carpeted and divided by railings, in accordance with a uniform design. Electric signs of a uniform design and hung at a uniform height will designate the various exhibits. There will be ample aisle space, including a 20-foot promenade through the center of the hall. In the center will be erected an octagonal bandstand, open below. A portion of the floor space will be set apart for a Japanese garden, where geisha girls will serve tea to ladies visiting the salon.

## TALK STANDARDIZATION

### Engineers of Many Big Factories Meet with a View of Forming Permanent Organization

New York, N. Y., Dec. 10—A. L. Riker, chief engineer of the Locomobile Co. of America; George W. Wesley, superintendent of the Electric Vehicle Co.; Karl Almquist, chief engineer of the Worthington Automobile Co., and J. Frank Duryea, chief engineer of the J. Stevens Arms and Tool Works, met in this city, at the Engineers' Club, last Friday in order to discuss the possibility and advisability of forming a permanent organization of the mechanical heads of the various automobile plants of the country in order to hasten the perfection of the American automobile.

The men who met at the club formed a committee representing the superintendents and engineers of twenty-five of the leading automobile factories in the United States, the result of the conference held in this city October 7, when the Association of Licensed Automobile Manufacturers called the mechanical directors of the factories to New York and the matter was informally discussed.

The committee decided to organize an association, the object of which should be the exchange of ideas in construction and a study of the methods by which the automobile may be best simplified through a reduction of the number of parts, their standardization and the most accessible arrangement of them, while at the same time the cost of production may be lowered.

The new association has been given the name of Engineers' Branch of the Association of Licensed Automobile Manufacturers, and a meeting of the whole body of engineers and superintendents has been called for January 19, to be held in New York, when the organization will be completed. The branch of the A. L. A. M. will deal entirely with constructional questions and act in an advisory capacity to the manufacturers, but there will be no consideration of such subjects as a price agreement, the A. L. A. M. not concerning itself with this matter, nor will there be any seeking after a uniformity of design, as it is the policy of the main body not to discourage in any way either competition or the free expression of individuality in the output of its thirty members.

The importance to automobilists generally in a work of this sort being undertaken by the Association of Licensed Automobile Manufacturers is obvious, because of its certainty to greatly shorten the time when there will be a standardization of many parts. Such standardization and simplification of motor cars will mean not only a greater convenience and a higher efficiency in them for users, but also a reduced cost of maintenance. It will further mean a reduction in the cost of production that will enable the manufacturers to at once turn out better machines and in the future to offer them at lower prices.

### ORMOND PROGRAM CHANGED

New York, N. Y., Dec. 13—Entry blanks for the Ormond-Daytona tournament in Florida were issued to-day from the office of W. J. Morgan, the New York representative, and they show that many changes have been made

in the events and prize lists. The entries will close January 10. Following is the revised program:

One hundred-mile international, for the W. K. Vanderbilt, Jr., trophy. The race will be run with four turns, five courses of 20 miles each. In case the number of starters exceeds six the cars will be started 1 minute apart, and the winner will be determined by time instead of by position. In this case the start will be from a standstill.

One-mile international championship, for the Sir Thomas R. Dewar trophy. No more than four cars will be run in each heat; a second round of heats will be run if necessary. The winner of each heat—or second round of heats, as the case may be—and the fastest second car to compete in the final.

Ten-mile Ormond derby, open, for the Major C. J. S. Miller trophy.

Fifty-mile Daytona handicap, open, for the F. E. C. A. A.-Burgoyne cup.

One-kilometer record race, for the H. L. Bowden trophy, open. Conditions same as event number 1.

One mile for the Colonel R. C. Clowry trophy. Steam cars, open.

One mile for the Colonel L. C. Weir cup. Cars of 60 horsepower and under, amateur owners only to drive.

Fifty-mile handicap, for the Lozler trophy. Open to American-built cars only. Conditions same as event number 2.

Ten miles for the Allen Halle trophy. Mercedes cars only.

Ten miles for the Hollander and Tangeman cup. Flat cars only.

Twenty miles for the Edward R. Thomas championship trophy, open.

Five-mile time trials, stock cars, \$1,000 to \$1,800, inclusive.

Five-mile time trials, stock cars, \$1,801 to \$2,750, inclusive.

Five-mile time trials, stock cars, \$2,751 to \$4,000, inclusive.

Five-mile handicap, stock cars, open only to those cars which have been entered for and have taken part in events 3, 4 and 5.

Five-mile time trials, stock cars, \$4,001 to \$6,000, inclusive.

Five-mile time trials, racing cars, all weights.

Five-mile Great Ormond handicap, open only to the first five cars in events numbers 7 and 8. Cars to compete in exactly the same condition as in event number 7.

Five miles, gasoline stock cars, \$650 and under.

Five miles, stock cars, \$651 to \$1,000, inclusive.

Ten miles, stock cars, \$1,001 to \$1,800, inclusive.

Ten miles, stock cars, \$1,801 to \$2,750, inclusive.

Ten miles, stock cars, \$2,751 to \$4,000, inclusive.

Ten miles, cars of 40 horsepower and under.

One-mile time trials, stock cars, 551 to 851 pounds, inclusive.

One-mile time trials, stock cars, 852 to 1,432 pounds, inclusive.

One-mile time trials, stock cars, 1,433 to 2,204 pounds, inclusive.

Gymkana race.

### THOMAS CHASSIS FOR SHOW

Buffalo, N. Y., Dec. 13—While E. R. Thomas is in Paris seeing the best things in European motors the Thomas factory is busy preparing a chassis of the four-cylinder Thomas flyer for the New York show. The chassis will be highly polished by hand and mounted above a mirror, which will expose the under parts of the mechanism.

At the same time work is being rushed on several six-cylinder Thomas racers. The six-cylinder built for Major C. J. S. Miller is being tested and readjusted just now at the factory and will be ready for delivery very soon. Harry S. Houpt, of New York, has informed the Thomas people that he intends to enter his six-cylinder in seven events at Ormond, including the 100-mile open, the 50-mile open and the 50-mile Daytona handicap.

Another six-cylinder has been ordered by Charles S. Henshaw, of Boston, Mass. Mr. Henshaw intends, if arrangements can be made, to have a race with a locomotive over a course from 1 to 10 miles long.

## OCEAN RACE FOOLHARDY

### Facts and Figures Prove High Powered Motor Boat Could Not Cross the Ocean

Washington, D. C., Dec. 10—One of the technical branches of the government has been advised of the fact that W. E. H. Humphries, a Cambridge science graduate who has devoted himself to the study of the use of high-power internal combustion engines for submarine vessels and is a practical automobilist of wide experience, has compiled some interesting information on the subject of ocean-going motor boats. He says the folly of those makers who propose competing in the Atlantic motor boat race with 40-foot boats furnished with 100 horsepower motors should be apparent when it is stated that they would require for the journey 15 tons of fuel, which would occupy more than the whole cubic space of the hull. Mr. Humphries fears that many of the competitors in the trans-Atlantic race will fall into the mistake of throwing any handy big engine into any convenient boat without regard to the question of design, proper engine bed, distribution of weight, etc.

To quote Mr. Humphries: "To cross the ocean in a manner to fulfill the published details a boat must be nearer 400 feet than 40 feet. The conditions of the race are that the boats shall be able to travel at a speed of at least 15 knots, shall carry all their own fuel, lubricating oil, and spare parts, and shall start with at least six persons on board. This at once rules out of the contest all small racing craft, for, apart from questions of accommodation and seaworthiness, they could not carry the fuel to feed their engines. The normal consumption of a gasoline engine may be regarded as 1 pint per horsepower per hour, which means that for every 100 horsepower of the engine there is consumed approximately 300 gallons per day. With a 15-knot boat the passage from Havre to New York might be expected to occupy from 12 to 15 days. Hence for every 100 horsepower of the engine it will be necessary to carry 4,500 gallons of fuel, occupying approximately 723 cubic feet of space and weighing 15 tons, or more, if fuels heavier and less efficient than petrol be employed. To complete the absurdity, the Calais-Dover racer would require, to enable it to cross the Atlantic, a bulk of gasoline of greater weight and greater displacement than the boat itself. Seemingly nothing smaller than a torpedo boat destroyer could attempt to fulfill the conditions laid down."

Notwithstanding the figures given, the fact is that a small motor boat has already crossed the ocean. On July 4, 1902, Captain Neuman and his young son started from Coney Island in a 38-foot boat equipped with a small kerosene motor, and arrived at Falmouth, England, Aug. 14, making a successful but dangerous trip.

### FIRST GREAT ARROW SEEN

Buffalo, N. Y., Dec. 13—The first Great Arrow car shown to the public this year by the George N. Pierce Co. flashed on the gaze of Main street pedestrians last Friday. On Saturday morning the car was shipped by

express to Mr. Paulman, agent at Chicago. The color of the car, a canary yellow, was a radical departure for the Pierce people, but it is announced that the more staid finishes which have marked the Pierce product in former years will be retained in 1905. The first car was finished on special order.

The horsepower is 32, the tonneau, roi des Belges design, with double side entrance, the length of frame 104 inches and the car is fitted with a cape hood. This top is much favored by the Pierce people and will be generally used on their cars this year.

#### RECENT INCORPORATIONS

New Orleans, La.—Mobile Motor Car Co., capital \$25,000, of which \$8,000 is paid in; to handle automobiles, motor cycles, motor boats. Incorporators Robert C. Morris, A. J. Spencer, Martin Van Heuvel, Joseph Stone and Stewart Brooks.

Chicago, Ill.—Commercial Automobile Co., capital \$5,000; to manufacture motor vehicles. Incorporators Paul Carpenter, Albert G. Miller, Albert C. Howard.

St. Louis, Mo.—Park Automobile Co., capital \$10,000, half paid. Incorporators Alexander T. Prim, Jr., Samuel S. Prim, Charles E. L. Thomas.

Newark, N. J.—H. O. S. Engineering Co., capital \$25,000; to manufacture and sell electric motors. Incorporators Ferdinand L. Crosley, Gilbert W. Roberts.

Dover, N. J.—Dover Garage Co., capital stock \$10,000. Officers R. A. Bennett, president; Charles E. Clark, secretary and treasurer; H. P. Hall, manager.

Washington, D. C.—Cahill Automobile Co., capital \$5,000. Incorporators Arthur E. H. Middleton, Frank S. Cahill, William S. Duval.

Chicago, Ill.—Automobile Importing Co., capital \$10,000. Incorporators C. W. Gillett, H. L. Brand and B. F. Webb.

#### BOOMING BUFFALO'S SHOW

Buffalo, N. Y., Dec. 13—The Automobile Club of Buffalo has started an active campaign in behalf of the motor show, which is to be held in the City Convention hall next March.

The club has had printed 50,000 posters on which is the legend "Don't fail to visit the Buffalo automobile show, Convention hall, March 6 to 11, 1905." These posters will be distributed by the business firms on letters addressed to Buffalo people.

The clubmen have, in fact, begun their work with more energy than has the trade association which has a principal part in the management of the show. Since the sanction was granted no move has been made by the tradesmen. It is conceded, however, that the demand for space will be more than can be accommodated and it is expected that the show will be superior to the successful exhibition of last March. Exhibitors will have one advantage this season over last in that it will be possible to get their cars to Buffalo in better time. Last year the exhibits came in large numbers from Cleveland, where the show closed on the Saturday before the Buffalo event opened, and many cars did not reach here until the opening day. This year the only show to be held during the week before the Buffalo show is in Toronto and it is not expected that many of the Toronto exhibits will be brought to this city.

## FOREIGN FIELDS ARE RICH

### Government Agents Throughout the World Report Big Demand for Motor Cars and Boats

Washington, D. C., Dec. 9—Automobile manufacturers who are endeavoring to enlarge their foreign trade will find in the subjoined excerpts from recent official reports considerable information that should prove valuable.

An American interested in automobiles has sent a letter to the American consul at Quebec, Canada, asking for information regarding the prospect of making sales of American automobiles and motor boats in that city. In reply the consul said that as yet he had seen only four automobiles in Quebec, which has a population of 70,000 inhabitants. He says there must be a market for a great many more. If the motors for boats are any improvement on the present gasoline motors, he is sure there must be an opening for the sale of a great many of them among the large number of fishermen who have fishing rights on the numerous lakes and rivers in the vicinity of Quebec. If some manufacturer would go there and fit his motor in a boat and demonstrate that it is better than any other, there is no doubt he would be able to make many good sales, for there is a demand for good motors.

It is reported that the Russian minister of ways of communication has sanctioned the purchase of a number of automobiles for the use of the state railways, in order to facilitate the transport of goods between the various stations in St. Petersburg. Right on top of this comes a report from Italy to the effect that a service of electric omnibuses has been suggested between Spezia and Pertovenere in place of the existing horse omnibuses, which are overtaxed by the increasing population. Here are two excellent opportunities for American automobile manufacturers to get a slice of foreign trade as soon as the time comes when the home market has been overcrowded.

Some details of the motor car trade in British India have just reached this country. It appears that 5 years have elapsed since the introduction of motor cars in India and now there are 150 cars in that country, mainly in a few of the larger towns and in the capitals of some of the native states. The practical advantages to be derived from automobiles are as yet by no means appreciated. The European or native purchasers treat them as toys, available for short spins but useless for long journeys. The chief reason for this is the lack of mechanics, drivers and repair shops. In spite of these drawbacks the importation of automobiles shows a steady increase. A considerable development of the trade might therefore be confidently expected to result from the establishment of garages in such cities as Calcutta, Bombay and Madras. In Calcutta in particular there is a steady demand for automobiles and it is probable a larger business will be done in the near future. The essential qualities for the Indian market are cheapness and quiet running. An American voiturette for two persons has sold remarkably well in Calcutta owing to its possession of these qualities. It works noiselessly and its total cost to

the importer amounts to 1,900 rupees—\$630.

On the main roads of British Central Africa automobiles will soon be used to a considerable extent. During the 8 months of the year there is nothing to prevent light motor cars from traveling the whole distance between Chiromo in the south and Lake Nyassa in the north. Zomba will probably be the headquarters for the automobile trade in that section of the world.

#### BOSTON OUTLOOK ROSY

Boston, Mass., Dec. 13—The outlook for a busy season in Boston is bright. There is indication that the city will do a phenomenal business in cars this season. If the questions that are being asked the dealers by the public can be taken as showing anything, it is that the greater demand this season will be for touring cars and that while runabouts will, of course, be sold in greater or less number the great cry will be for touring cars. But few of the dealers have as yet received their new models, but that does not seem to effect their business, as every one is seemingly waiting for the New York and Boston shows before placing order for next year's models.

#### POPE MAKING AIR-COOLED CARS

New York, Dec. 12—It is learned upon authority counted excellent that the Pope automobile interests have seriously taken up air cooling of motors and will give the system a fair try out. A four-cylinder air-cooled car is now being assembled in the old Columbia bicycle factory in Hartford, where the Pope-Hartford was built in such numbers last year, and this car is almost ready to be tried out. It is not likely that it will be included in the Pope line for the immediate selling season, but it may be brought out later in the spring. The model is said to have four upright cylinders, most ingeniously cooled for every inch of cylinder surface. The radiation is said to be accomplished with alternate leaves of steel and copper, the steel to prevent the copper from melting off, and the copper for its enormous conductivity.

The invention comes from within the Pope-Hartford factory of casting these leaves in the cylinders in one operation, decreasing the cost of manufacture, and is said to be superior to mechanically applying the leaves to the cylinder with the liability of crusting and decomposition in the vicinity of the joining. The designers of the Hartford factory are not in a hurry to test out this car in cold weather, although it is admitted that the heat conditions have not much to do with the cooling since the temperature of the cylinder's interior is so very much greater than the outside air. Harold Pope, son of Colonel A. A. Pope, who is at the head of the engineering department in the Hartford factory, is now in Europe and it is not likely that the car will be put on the road until his return from abroad.

If the cooling system is found to work satisfactorily as it is supposed that it will, it has been said that single and double-cylinder air-cooled trucks will be made in the Hartford factory of the Pope company, for which drawings are now in preparation. This will give the company a much stronger position in the motoring field and will aid to their importance in the east.



#### PREVENTING RIM RUST

Jamaica Plain, Mass.—Editor MOTOR AGE—Will you please enlighten me on the following points: What is the best method for treating rims—Dunlop rims, for example—so that they will not rust the inner tubes? I have tried several things but with poor results. In a contact spark—make and break—what material gives the best result on the tip of the sparking hammer? Should the same material be on the anvil? I use a low tension current from either a small generator—10 volt current—or as supplied by half dozen small Columbia dry cells. Please name three or four desirable mufflers, not over 18 inches long, for use with a three-cylinder engine of 4½-inch bore and stroke. I do not care for a cut-out but desire freedom from back pressure with effective muffling of the exhaust.—B. A. B.

Applications of shellac, allowed to dry thoroughly, will prove a good protection from rust. Either Baker's platinum or Baker's Meteor wire are suitable for the contacts. The latter is the cheaper. Have the contacts on both parts of the mechanism and use nothing less than 3-16-inch point and preferably the ¼-inch size. In the advertising columns will be found several mufflers that are said to be noiseless and without back pressure.

#### SHRINKAGE IN CASTINGS

Kenosha, Wis.—Editor MOTOR AGE—Will you kindly state in your paper the allowance to be made for shrinkage in aluminum castings? Is it strong enough to hold threads the same as cast iron, or should extra long cap screws be used to give more thread? What would be the weight of a casting in aluminum that weighs 60 pounds in cast iron? E. C. JONES.

The shrinkage of a cast aluminum depends a great deal upon the alloy used. It is seldom that pure aluminum is used. An allowance of 5-32-inch to the foot will be the average. If the casting is quite large, it will be found that no general rules can be laid down, as heavy parts, such as lugs and bosses, will spoil the patternmaker's calculations. Threads in aluminum do not hold well if the parts are frequently removed. It is better to put a stud in the aluminum with a clearance hole in the part attached. The thickness of a boss which is tapped should be 50 per cent greater than if the material be cast iron. Castings from the same pattern in iron and aluminum have a ratio of weights of three to one.

#### MODEST HORSEPOWER

Tufts College, Mass.—Editor MOTOR AGE—I am obliged to you for your solution of the crank shaft problem. Can you help me to a better pump? The one I have is what a Yankee would call shiftless. It is a cam pump, with the valves moved by a pin run through the mid-

dle of the shaft, there being a spiral spring on the pins. The working of the pump soon wears off the spring and breaks the pin. I would like something built for service. By the way, I have just found out why automobile engines give so little power. In the December McClure in an advertisement of a touring car is this remarkable statement: "The mechanical definition of one-horsepower means the power necessary to lift 33,000 pounds 1 foot per hour. Sixteen actual horsepower would therefore lift 528,000 pounds 1 foot an hour." No wonder they get stuck on hills!—H. S. MORLEY.

Probably it will be advisable to fit the car with a gear pump. These are in constant use and give satisfactory results. The advertiser in McClure's is certainly modest in his horsepower rating. Some makers claim their engines a little under actual power, but few boldly cut the power to one-sixtieth.

#### SETTING MOTOR VALVES

Wheeling, W. Va.—Editor MOTOR AGE—I own and operate a four-cylinder car, and wish to know a good setting of the valves of a four-cylinder 5 by 5-inch engine, giving the position of the inlet and exhaust valves at the point of opening and closing. In cold weather I find considerable difficulty in starting the engine, the reason, I think, being on account of the gasoline not vaporizing properly in the carburetor, because of the cold atmosphere. Can you suggest any remedy which will obviate this difficulty?—A. W. P.

In setting the valves of the motor, aim to have the exhaust valve open when the piston has completed 4⅓ inches of its stroke, and re-

main open until the piston reaches the head end of the cylinder. At this time the inlet valve should just start to open and should remain open until the piston has started back ½ inch on the compression stroke. If an asperating nozzle carburetor is used, in cold weather upon starting, ice, or rather frost, will form in the nozzle, filling the space so as to shut out the gasoline. Have a lamp in the barn and lead from the carburetor a flexible pipe having a tin cylinder on the end. Heat the tin over the lamp and then turn the motor. A gas jet will do as well as a lamp. Once the motor has been in operation for 5 or 6 minutes, and has become warm, there will be no further trouble. MOTOR AGE knows of this simple remedy having been used with great success.

#### FLUX FOR CAST IRON

Waupun, Wis.—Editor MOTOR AGE—Will you kindly tell me whether there is any known flux which will make soft solder adhere to cast iron, and if so, what it is? An answer will be much appreciated.—E. D. DONEY.

It used to be generally conceded that there was no satisfactory flux for the purpose and MOTOR AGE is not familiar with fluxes of this character that have been recently introduced. Perhaps Xandes & Althouse, of Reading, Pa., can give definite information on the subject.

#### CAUSE OF SKIDDING

Brookville, Pa.—Editor MOTOR AGE—I have read with much interest during the past 2 years all the articles relative to the skidding of automobiles, but have never read anything that exactly met my views on the subject. That skidding is a common danger of automobiling is obvious, and I believe that the subject should be given serious attention.

The accompanying diagram illustrates my theory of the cause of skidding. Supposing the automobile is turned on the curve whose radius is A D, the front wheels will then take a direction whose mean angle is represented by the inclined line B C, which is at a considerable angle to the original line of direction. In other words, the front wheels of the car are being constantly drawn toward the center of the curve, the distance A B being constant. The application of power, however, tends to exert itself in the original direction on the straight line, D B C, and this tends to swing the rear end of the car outward on a curve, D E. Thus

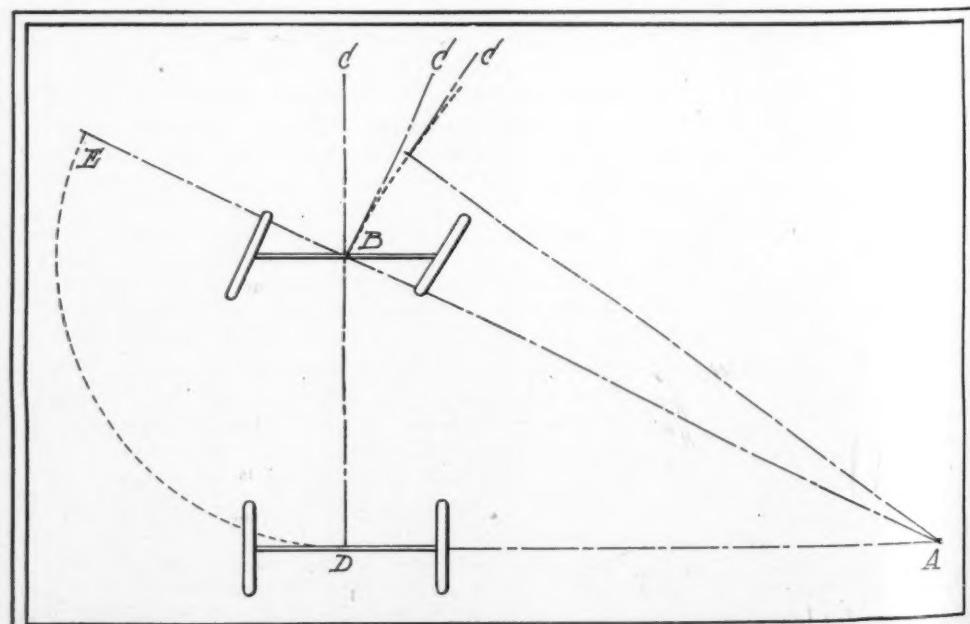
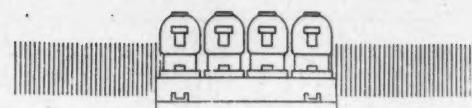


DIAGRAM ILLUSTRATING R. E. TWYFORD'S THEORY OF THE CAUSE OF SKIDDING

the car skids in the attempt of the rear wheels to proceed in the line of the original application of power at the same time that the front wheels are being forced into a constantly changing direction.

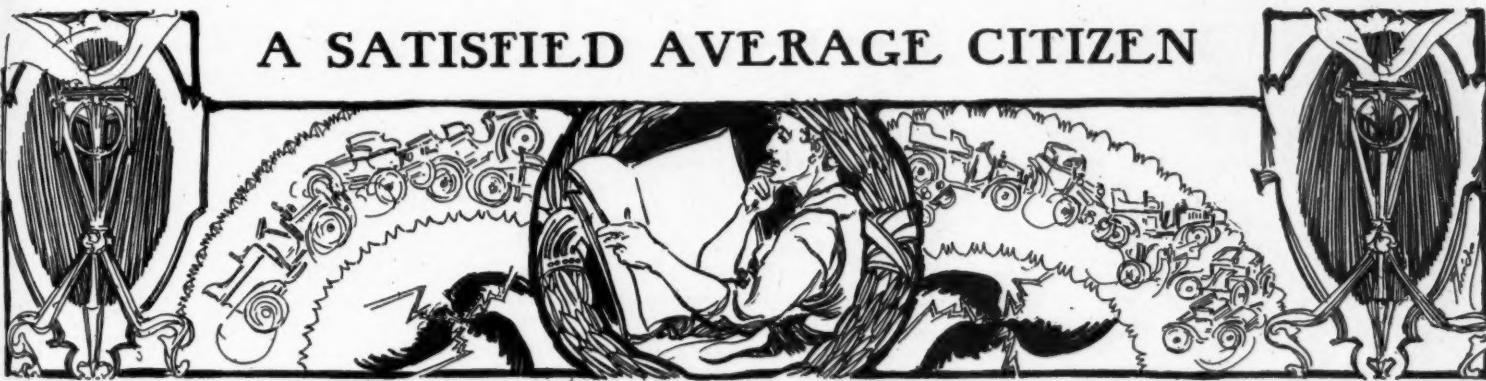
I find from actual experience that the only way this can be overcome is to drive the front wheels in unison with the rear wheels. Then, as the front wheels are turned, the power applied to them will tend to draw the car around the same curve, the rear truck having a tendency to follow the action of the front. In other words, the front and rear wheels work in unison instead of against each other, the rear wheels following the front the same as in a horse-drawn vehicle. I have noticed from time to time articles describing appliances for attachment to the driving wheels that they may have greater traction and may thus be prevented from skidding. Some automobilists



wrap their wheels with rope; others use leather appliances, and others metallic shoes, all of which have a tendency to add weight, are cumbersome and expensive, and all of which will throw a great deal of mud and dirt. I have found that side-slipping may be obviated without these appliances by simply applying power to the front wheels as well as to the rear.—R. E. TWYFORD.

The cause of side-slip is found in the laws of Newton regarding motion. A body acted upon by a force tends to continue motion in the straight line in which the force acts unless acted upon by some external force. The turning of the front wheel is the force tending to

produce a change; the rear wheels continue in a straight line and the result is a skid when the coefficient of traction between the tires and the road surface is not sufficient to resist the action. A design is not possible that will prevent side-slip. The theoretical conditions may be fulfilled, but it is impossible to have a body moving in an arc of a circle without producing a force tending to give it a path tangent to the circle. When the value of this force, due to the speed and mass of the vehicle, and depending upon the road surface, overcomes the traction, a slip must result. Undoubtedly driving four wheels in the manner suggested will relieve the frequency of occurrence, but still the fact remains that side-slip is due to a force of nature that cannot be overcome any more than that of gravitation. Front wheel drive tends also to reduce liability of side-slip, but it possesses important disadvantages.



We read with pleasure the article in MOTOR AGE entitled "The Automobile of the Future." We like criticism; it stimulates.

It is not clear to us how a car that is capable of speed of 20 miles an hour on country roads could be safe in childish hands, but we have noticed that somebody always tries to supply any "long-felt want," and a road car of this description will be a success.

About a year ago we got the automobile fever and, being just about "average citizens," bought a small gasoline car. Our car has given excellent satisfaction, but is not, as we see some advertised, "fool proof." We have been trying to build that kind of a horse-drawn vehicle for 35 years and have failed utterly. We have seen a good many old horses that had "horse sense" enough to slow up over bad places in the road even if their drivers did not, but never saw that kind of a machine. Our car has traveled about 5,000 miles, and we have never been compelled to stop more than 20 minutes to make any roadside repair or adjustment, but it will stop just as dead if the vibrator sticks as if the piston had stuck. But in this respect it does not differ materially from other power-driven machines. Your correspondent complains that cars are not simple enough and that they need constant attention. We have found it necessary to understand our car and see that it is always in good running order, but that has taken much less time than it would to care for a horse.

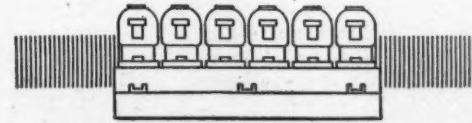
Our vacations are short, mostly from 7 in the evening until bed time, but they are long enough for a 20 to 30-mile spin into the country and we find it much more refreshing and less costly than theater going. We have found that danger in using a

motor car bears an almost exact relation to reckless driving. We have been caught out when Iowa mud was so slippery that we have turned completely around four times in 20 rods, but we have never had an accident.

As to expense. Our car cost less than \$1,000, equipped for service. It has cost us \$67 for repairs, it averages 1 1/4 cents per car mile for gasoline and oil, and as it usually carries four passengers we do not feel the cost burdensome. And tire troubles our friends experience with bicycles. Our car weighs 1,350 pounds, ready for the road, and is shod with 3 1/2-inch clincher tires. We have had three punctures and one defective casing. A friend of ours who has a 1,900-pound high powered, high speed car with the same size tires has had nineteen different tires in the same length of time, with less mileage to his credit.

We have never gone on a tour—175 miles covers our longest trip—but we have frequently made 30 to 60 miles continuous runs without delay from car troubles and we find 12 miles an hour a good average speed on ordinary roads, as we find them in this country, and would remind our friends that that makes it possible to go 150 miles in a day, which is half the distance made by an ordinary passenger train. Our car has some unsatisfactory features. The springs we could only recommend as the Irish recruit did his

**EDITOR'S NOTE**—This is an article by Samuel Pettit, of Grinnell, Iowa., in reply to a previous correspondent's statements of the needs of the automobile of the future.



musket, as "very efficient—it killed at both ends." We bought one defectively manufactured tire and it was better than its makers guarantee.

We do not regard a motor car as a successful competitor of the horse on very bad roads. We only tried that kind once, and it took us 3 hours to go 18 miles, and, as the tramp recommended the soap, "we have never tried any others since."

We find great convenience in its almost instant readiness for service, and this makes it convenient to use on many occasions we would not use it if it had to be harnessed and unharnessed. Then, when seeking cool, refreshing breezes after a hot, tiresome day in the office or factory, we are not confronted with any nightmare of an over-driven horse; we are conscious of hurting the feelings of no willing but helpless brute.

That it is not difficult to learn to operate we have proven to our own satisfaction by training a boy of 14 to operate it, and he has proven his capacity by hundreds of miles' driving, including all roadside adjustments and repairs, even to tires. That a knowledge of our car is necessary we found at our first experience, for while we are born mechanics and have had 35 years' experience on other machinery, we failed to run our car out of the freight shed on its arrival until we got a competent man to adjust the vibrators.

If one will remember it is a law of transportation that above moderate speeds, expenses and power required, increase in an almost geometrical ratio, and that a competent operator is essential to the most successful operation of any machine, we know of no reason why an "average citizen" cannot have a successful automobile, and enjoy it thoroughly.



NEW CLUB HOUSE OF THE GERMAN AUTOMOBILE CLUB IN BERLIN

**Still Struggling**—The Hungarian Automobile Club, which was organized in 1899, has ninety members.

**Quaker Delegate**—H. Bartol Brazier has been elected to represent the Automobile Club of Philadelphia in the A. A. A.

**Sunset to Sunrise**—The Long Island Automobile Club will have its fourth annual dinner and meeting at the club house, 360 Cumberland street, Brooklyn, on December 21. The programme calls for election of officers at 7, dinner at 7:30, toasts at 9, vaudeville at 9:30 and housewarming from 11:30 o'clock to sunrise.

**French Hospitality**—The Automobile Club of France gave a reception and concert to the parliamentary delegates from Denmark, Sweden and Norway on November 30. Nearly a thousand persons were invited and almost every automobile manufacturer in Paris at the time was present, besides numerous representatives from the army, the navy, the chamber and the nobility. The concert is said to have cost more than \$1,000. For the following day the president of the automobile club had asked manufacturers to volunteer some of their cars for a trip through Paris. Twenty-eight cars were furnished and the factories of de Dion-Bouton, Panhard, and Mors were visited.

**Officials Admitted Free**—The Iowa Automobile Club was formed in Des Moines, Ia., a few days ago and George B. Hippee was elected president. The other officers are: D. B. Fleming, first vice-president; Captain W. J. Riddell, second vice-president; F. L. Kern, secretary; Charles Denham, treasurer; F. S. Dusenbury, consulting engineer. The executive committee consists of L. Aulman, E. J. Wilkins, W. P. Henry, G. B. Hippee and F. L. Kern. Nearly sixty local owners have joined the new club, whose object is to secure rational legislation, better roads and protect users and owners of cars from unreasonable legislation. The local initiation fee for the club is \$5 and the annual dues \$25; members from other clubs will be admitted to membership and will pay a fee of 25 cents and 25 cents for annual dues. The governor of

laid before the next meeting of the club to raise the membership fee to \$37.50. The present fee is \$25.

**Had Bad Attack**—President Isaac Starr, Jr., of the Automobile Club of Philadelphia, was asked to make an address at the annual meeting and banquet of the A. A. A., but contracting a severe case of *frigidus pedalis*, he was compelled to decline.

**Wants Highway Commissioner**—The Automobile Club of Syracuse at its meeting at the Yates hotel last week adopted a resolution calling for the appointment of a county highway commissioner. The club took action condemning the system of toll roads in Onondaga county and indorsing the efforts of Assemblyman Cadin to secure anti-toll legislation. The reports published in a Syracuse paper to the effect that there was a split in the club and that part wanted to unite with the Syracuse Yacht Club are denied. It was voted to communicate with the Rochester club relative to putting up road signs in the county.

**Proceeding With Plans**—Although the Centaur Motor Co. has refused to release the Automobile Club of Buffalo from its contract for rooms in the Centaur building on Franklin street, the club officers are going ahead with the plans for new rooms in the Teck theater building directly over the Teck cafe. An architect has planned to change the present large hall in the Teck building into a number of smaller rooms among which will be an office, ladies' room, assembly room, locker room, and most important, a large dining room. The club's present contract will expire in the spring and if the plans now being made by the organization carry through soon after that the club members will be gathering at a new headquarters.

**Club to Have Garage**—The governors of the Automobile Club of America at a meeting held last week decided that the club erect a garage and club house of its own. President Morris will appoint a committee of three to prepare plans for erecting and financing them. In accordance with the positive stand which the club has taken in the matter of reckless driving on the highway, a reward of \$100 was offered for information resulting in the arrest and conviction of person or persons in an automobile who ran into and wrecked the wagon of Jacob Clemons on the Pelham parkway on the night of November 16, and left him rolled up in a blanket on the roadway in an unconscious condition. President Morris named the following standing committees:

**House**—Captain Homer W. Hedge, chairman; General George Moore Smith, Robert Walton Golet, W. H. Browning and J. V. Black.

**Law**—Winthrop E. Scarratt, chairman; W. W. Niles and another to be chosen.

**Membership**—Emerson Brooks, chairman; Clifford V. Brokaw and John V. Trevor.

**Racing**—George I. Scott, chairman; William K. Vanderbilt, Jr., and D. H. Morris.

**Library**—A. R. Shattuck, chairman, and Philip T. Lodge.

**Good Roads**—A. R. Shattuck, chairman; William Rockefeller, J. F. Plummer, Jr., and M. D. Chapman.

**Runs and Tours**—M. M. Belding Jr., chairman. **Foreign Relations**—Chauncey Gray Dinsmore, chairman.

**Exhibition**—General George Moore Smith, chairman.

**Motor Boat**—J. H. Carpenter, chairman; Frank Croker, P. Chauncey Anderson and C. V. Brokaw.

**Technical**—Dr. Schuyler Skaats Wheeler, chairman.

## WEEKLY GRIST OF THE LEGAL MILL



**How About Aldermen?**—At a recent meeting of the city council of Chicago, Ill., an ordinance was passed providing a fine of \$200 for operators of automobiles, grip cars and motors if found intoxicated while in charge of a machine. By some inexplicable oversight cab drivers were not included, but it is said that a special ordinance will be prepared to take care of them.

### Want State Laws

President Herman Chapin, of the Automobile Club of Seattle, Wash., has written to the presidents of the Spokane Automobile Club and the Tacoma Automobile Club asking their co-operation in framing an automobile law to be presented to the next legislature, the object of which is to regulate automobiles in the state and thus prevent local authorities to pass ordinances which might be different and cause motorists annoyance.

### Bill Has Drastic Bill

Alderman Bill James Maloney, of Denver, Colo., has prepared a ordinance for his native town. He will suggest that an automobile inspector be named by the city and that his duty be to examine every car in Denver, to see if the cars are in safe condition to be driven upon the streets. The ordinance will also propose that all chauffeurs must undergo an examination as to their fitness to drive a car, and they will have to give a demonstration before the board of examiners. Drivers should be compelled to take a license, like stationary engineers, and owners should be made to pay for a yearly license.

### Await Decision

The case of Samuel Bell, Jr., vs. Radnor township, which was carried up to the Supreme court of Pennsylvania after the township won its case in the County court, was argued before the higher tribunal in Philadelphia last week. Mr. Bell's contention is that where state and township automobile ordinances conflict those of the state should take precedence. The Delaware County court, Judge Johnson presiding, decided otherwise. The Automobile Club of Philadelphia is back of Mr. Bell in his fight. After listening to the arguments of both sides the court took the papers and will hand down a decision about the first of the year. The township and state speed limits differ radically, that of the former being a mile in 6 minutes and of the latter a mile in 3 minutes. Mr. Bell admitted that his car was doing 16 miles an hour when arrested.

### Wise Reasoning

At its meeting of November 18 the chamber of Holland voted an automobile law having no restrictions as to the speed at which cars may be driven, but making the driver of the car responsible for any accident caused through his carelessness or negligence. When the news reached Paris of the adoption of this law it caused much comment among motorists. A leading driver said: "This is the wisest law yet passed in any country, and I believe it will demonstrate that it is the kind that should be adopted. Make the man who drives the car responsible for any accident he causes. Punish him severely and there will be fewer accidents. But if you think that by limiting the speed to 10 miles in one section, 25 miles in another and 5 or less in still another you will never be able to attain your purpose. You must depend on the judgment of

the man in charge of the car; even if he drives at 5 miles an hour and uses no judgment he may cause accidents."

**Fee too Heavy**—There is much ill-feeling in St. Louis, Mo., concerning the automobile license fee, which amounts to \$10 and is greater than charged in any other city in the United States. It is reported that a movement is on foot among local dealers and owners to petition the city council that a reduction in the fee be made. This state of affairs has existed for some time and is intolerable.

**Australia's Restrictions**—An automobile law was discussed recently in Australia. It provides that cars may be driven at a rate of speed not to exceed 25 miles an hour in the country, but must slow down to 10 miles an hour in villages. All cars must be registered and numbered, while drivers must be licensed and be at least 17 years old. In case of an accident if the driver refuses to give his name and address to the police he will be arrested.

**Fair-Minded Jurist**—The following remarks were recently made by an English judge in concluding his instructions to a jury: "One cannot help being conscious of a certain feeling against motor cars—if one has not got one, and especially if one has horses. I do not know whether you gentlemen have motor cars. I have not, and I do not want one. One cannot help being conscious that if people have horses and ride and drive, they dislike motor cars, they dislike the noise, they dislike the smell, they dislike the dust and they dislike the looks of the people in motors. All this makes it the more necessary that we should try and be fair. If one dislikes a thing one is liable to be easily satisfied that it has done wrong in some way. Try and look at this case as if the vehicles had been two traps." The jury decided in favor of the defendant.

**History of Automobile Laws**—Gaston Menier, one of the leading motorists of France, was asked by the French parliamentary committee to make a report upon the automobile legislation in the various countries of Europe. The work was completed recently. The first general law was passed in Great Britain in 1896, but was greatly modified in 1903. Local ordinances were passed in Paris in 1893 and in Nice 2 years later, but they only dealt with the operation of the cars, while the English law also had regulations concerning the construction, the efficiency of the brakes, how to use, and imposed the carrying of lamps and a bell or gong, besides providing a maximum speed. Other countries did not hurry in either passing laws or in making them similar to the English ordinance, but generally waited until the French law of 1899 was passed. In the same year Belgium passed an ordinance and at the end of the same year Germany and

Austria-Hungary took a similar lead. The German laws are the most liberal of Europe concerning the speed proposition, simply providing that the maximum speed in localities must not exceed 15 kilometers—about 9½ miles—per hour, while outside of these places the speed may be increased and that this is left to the judgment of the driver. In 1900 a law was passed in Spain, and in that country drivers must pass an examination, while in England the only requirement made for a driver of a car is that he must be 17 years old and the driver of a motor cycle 14 years old. The Spanish law, the Italian law, passed in 1901, and that of Portugal, passed in 1902, are very much similar to the French ordinance, which was subjected to changes and additions several times in 1901 and 1903. Menier considers the French regulations the best but he suggests at the same time that the driver of an automobile should be given the liberty to drive his car at greater speed if he thinks there is no danger in doing so; at the same time he should be made responsible.

**New Law Causes Objections**—The amendments to the New Jersey automobile law, which Assemblyman Scovell has suggested and which stipulate that anyone violating the law should be arrested without warrant; that the speed limit should be reduced, giving every municipality the right to fix the local speed limit, and that the display of any other number than that of the state of New Jersey should be forbidden, has brought forth many protests so far as the two first amendments are concerned. Even influential journals are siding with the automobilists and the following editorial in the East Orange Record has been widely commented on: "The question which the legislature of New Jersey wants to be considered, and which primarily should be considered by Assemblyman Scovell himself, is as to whether New Jersey wishes to withdraw from the position which it has taken on the subject of automobile before the country at large. In the first place, what is the reason for the change? New Jersey has not suffered under the present law. Statistics show that there have been fewer accidents from violation of the law in the state of New Jersey than in any other state where there has been an equal amount of automobile traffic. Take the city of East Orange, for instance. There is no record within the limits of the city of an automobile accident which has resulted in a law suit, or an issue in court, and yet East Orange was the first city to recognize the true interpretation of the automobile act that a violation of the speed limits was not a crime for which the automobilist could be arrested, but was a violation of a penal statute for which he could be summoned before a magistrate. This is precisely the English law of today. The understanding in the police department was that a man was not to be arrested unless an excess of speed prescribed by statute directly resulted in an injury to life or property. In other words, the automobilist was arrested upon precisely the same grounds as a man driving a horse, or walking in the road, would be arrested, viz., that by his disorderly conduct and his criminal negligence he caused injury to life or property."



# AUTOMOBILE DEVELOPMENT

The new Pope-Hartford car is being tested by the Pope Mfg. Co., of Hartford, Conn., and from indications it will be a strong proposition in the trade for this season. The "one lunger" of last season has been discarded and the new car will be of the double opposed cylinder type, developing close to 20-horsepower. The motor is placed forward under a bonnet. The lubrication is positive pump feed, the pump being chain driven. The car will be shaft driven and will be fitted with a particularly luxurious surrey body. Several new side door bodies have been tried during the week and selection has been made of a comfortable one of graceful lines which is long and rakish.

For about a month the engine has been tested out in hard service and the car has been kept going continuously for several thousand miles in which service it has greatly encouraged the designers and officers of the Hartford factory, who believe that the car will be one of the most important of the Pope products for the season to come. Already plans of manufacture are going ahead on a large scale and Pope-Hartfords will be turned out in 250 lots, many of the parts of the first lot now going through in a fashion to warrant earlier deliveries than last season and the Pope-Hartford was then one of the first cars to be delivered in quantities.

The price of the Pope-Hartford has not been determined upon, but it is now thought that it will sell for a price in the vicinity of \$2,000. As soon as estimates of probable cost and production have been prepared the cost will be announced, probably during the next few weeks.

The new Pope-Tribune, made in the Hagers-

elliptical front springs, full elliptical rear springs and 28-inch artillery wheels fitted with 3-inch detachable tires.

The motor has three vertical air-cooled cylinders, and is arranged longitudinally on the front of the frame. The valves are placed horizontally over the cylinder so that the cold gas coming in through intake valve is driven toward the exhaust valve, tending to cool it, while at the same time the combustion chamber is kept over the piston head, reducing the area of walls of the combustion chamber. The valves are removable and are held against tapered seats by ring nuts requiring no gaskets. They may be quickly removed without disconnecting pipes or other parts of the engine. The cylinder ribs are in the line of the air draft from the fan in front and every wall is exposed to the air, no portion of cylinder wall or valve chambers having heat on both sides of it. The spark plug is placed on top between the valves.

The crank shaft is of forged steel, oil tempered and with its crank pins set at angles of 120 degrees. The shaft is  $1\frac{1}{8}$  inches in diameter and has large bearings between cylinders. It is lubricated by the splash system. The connecting rods are of phosphor bronze and the wrist pins are of large diameter, being of hollow steel, hardened and ground. The pistons are light and are fitted with three rings.

The carbureter is of the float feed pattern with automatic air regulation to control the mixture of gas in keeping with different engine speeds. The air control is by a small lever under steering wheel and a small lever on the dash regulates the gasoline supply. The float is of cork with a simple form of

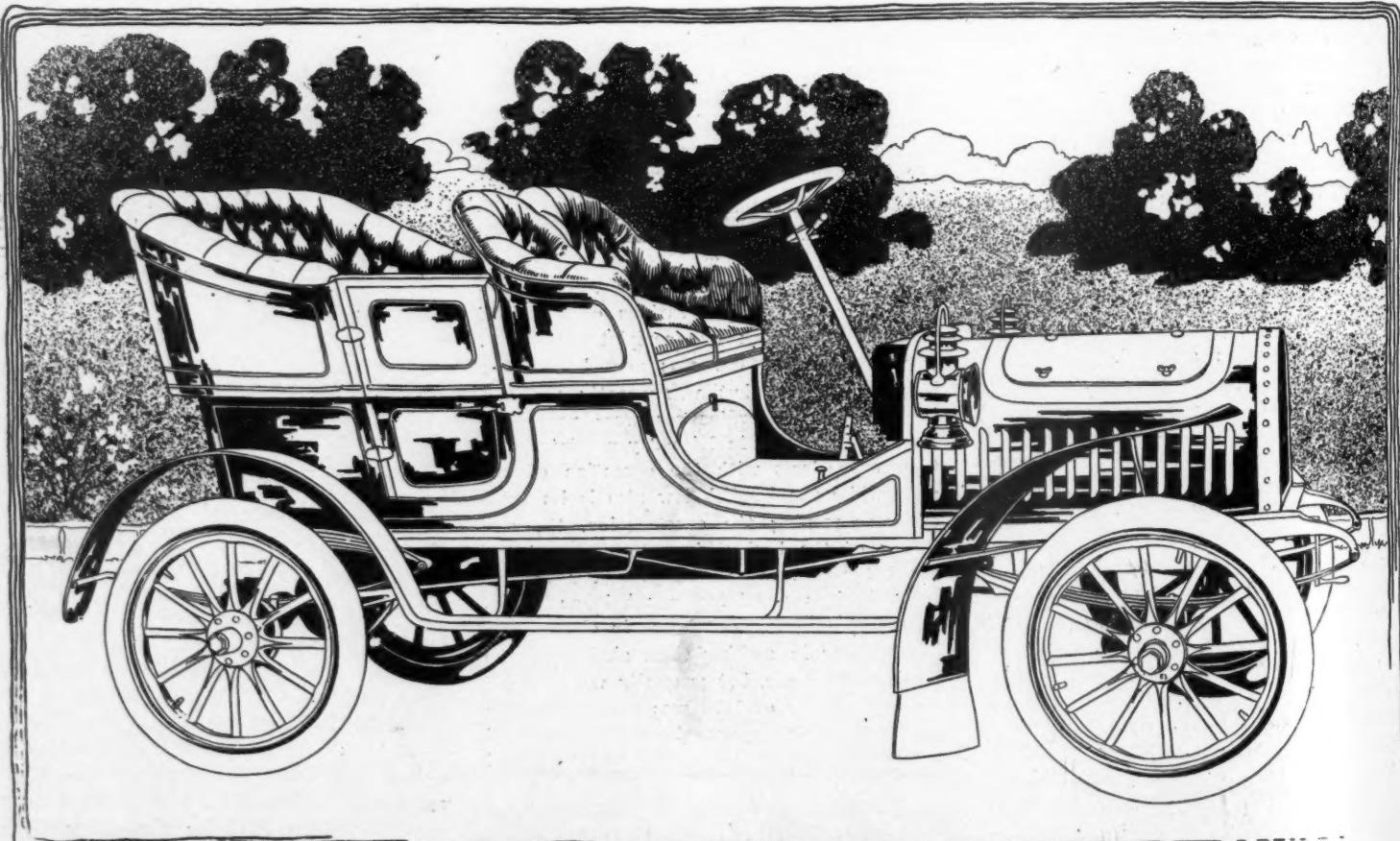


FRONT VIEW OF 1905 CAMERON CAB

town, Md., factory, has been seen in Hartford, one of the new cars having made the run from the Maryland factory to Hartford. Some few changes have been made in the design of the body but the chassis has made good and the trade may marvel how so much of a car could have been built for the money Pope-Tribunes will bring. This will be the Pope line in the east and the eastern department expects that it will make a far greater showing than in its initial season, when thirty cars a week were put out from the Hartford factory alone.

## THE NEWEST CAMERON

The Cameron car for 1905 appears in the form of a three-cylinder, side-entrance tonneau car, which the James Brown Machine Co., of Pawtucket, R. I., has just introduced. The car has a running gear of modern construction with I section front axle, semi-



SIDE VIEW OF THE 1905 CAMERON SIDE ENTRANCE TONNEAU CAR

needle valve. The gasoline level can be adjusted by removing the cap of the float chamber and screwing the cork up or down on the stem of the valve.

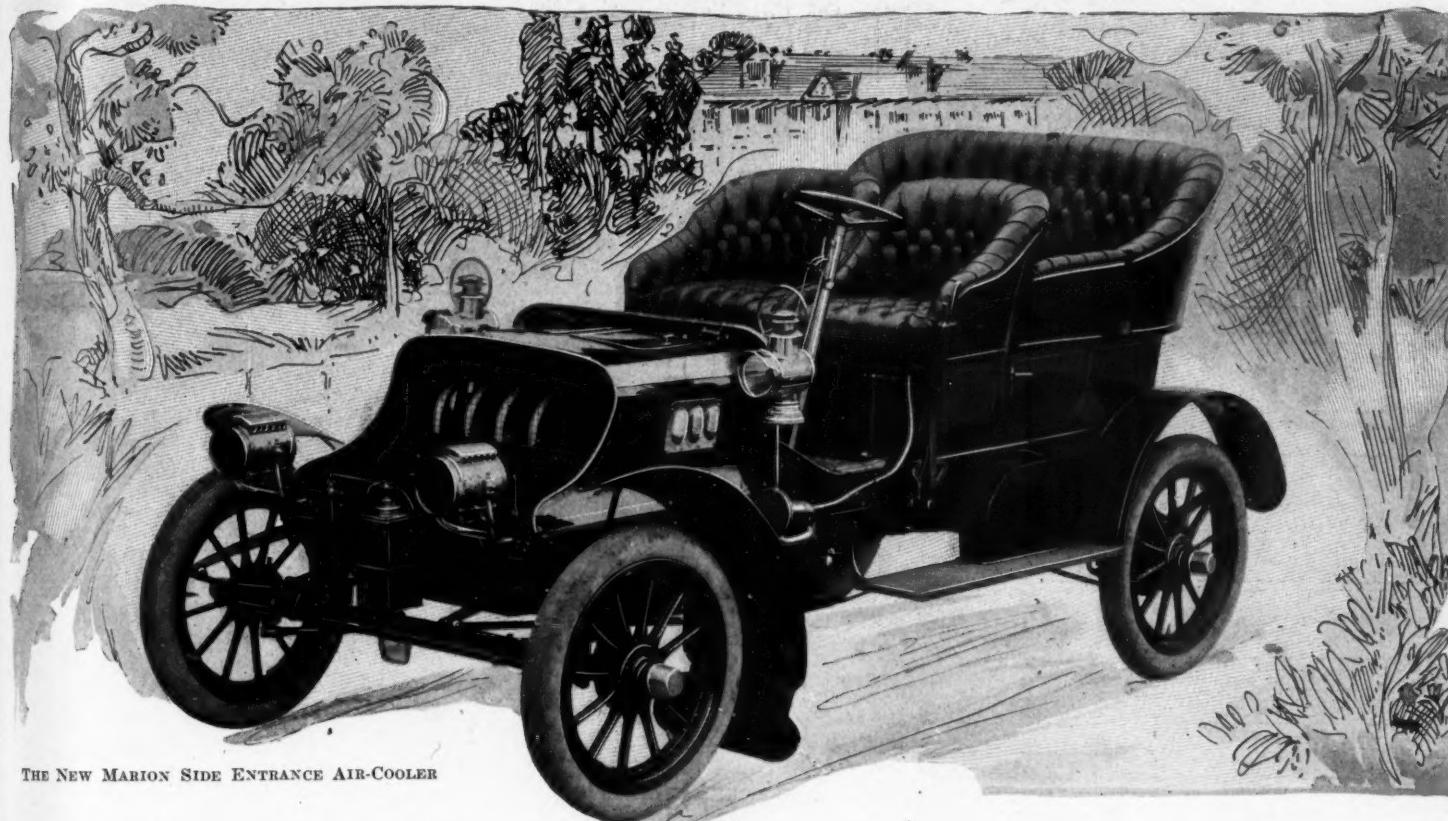
The engine cylinders and bearings are oiled by the splash system, which is supplied from a reservoir under the hood by an automatic pump placed on the dash in front of the operator.

The engine base and transmission case are all in one casting with all bearings in line,



a pleasing appearance from ahead. The company also produces the same car with a surrey body.

The company after its experience of last season feels perfectly confident of the reliability of air cooling.



THE NEW MARION SIDE ENTRANCE AIR-COOLER

removing the possibility of undue friction on bearings where the engine and transmission are in separate cases. The clutch is on the friction cone principle and engages the fly wheel by depression of a pedal, which also operates large shoe brakes acting on drums on the rear hubs. It is impossible for the operator to throw in the foot brake without first disengaging the clutch.

The speed change gear is of the sliding gear type with direct drive on the high speed and can be taken apart by removing the top half of the case, without disconnecting any other part of the machinery. The gears are of coarse pitch and small outside diameter, reducing rim speed as much as possible. The gears run in an oil bath and the top half of the gear case is fitted with a large hand hole. The transmission gear is connected with the engine by an internal friction cone, the spring being between the fly wheel and the cone. The gear and differential cases are packed with solid oil and require but little attention.

Gear, spark and throttle levers are operated from the steering post under the wheel and all lock automatically. The emergency brake is controlled by a locking side lever applied direct to hubs on the rear wheels. The gasoline tank is placed under the seat and carries gasoline enough for a run of 150 miles.

The body is constructed of air-seasoned lumber, with oak sills and whitewood panels. The design of the rear portion is conventional. The tonneau is roomy. The mud guards are connected by a running board. The bonnet is of a semi-circular form which gives the car

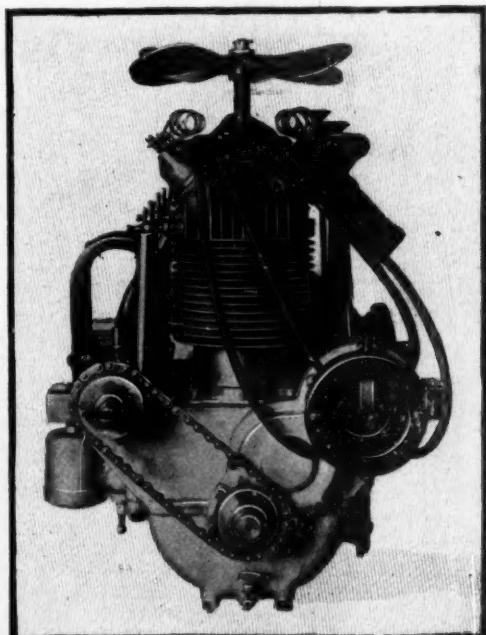
#### SIDE ENTRANCE MARION

For next season the Marion Motor Car Co., of Indianapolis, Ind., has brought out a side-door tonneau model which in general construction is much like the Marion car of 1904, the source of power being a four-cylinder air-cooled motor.

The wheel base of the car is 96 inches, which is exceptionally long for a car of this

general pattern. The tread is 56½ inches. The wheels are of the usual artillery pattern, are 30 inches in diameter and are fitted with 3½-inch detachable tires. The differential being on a counter-shaft, the rear axle is solid, and is said to be made of Harveyized nickel steel. The minimum clearance is 12 inches.

Both front and rear springs are full elliptical, and are more than usually long for springs of this kind, being 36 inches long in



END VIEW OF MERKLE FOUR-CYLINDER AIR-COOLED  
14-HORSEPOWER MOTOR

front and 40 inches long in the rear. All springs are 1¾ inches wide. The steering knuckles are of the jaw pattern, with the connecting link ahead of the front axle. The frame of the car is of second growth ash armored with steel flitch plates. The steering gear is of the common irreversible style used in connection with a hand wheel.

The motor is set with its shaft crosswise of the frame to expose all of the four vertical cylinders to the natural draft, and is said to develop from 14 to 16 horsepower at normal speeds. It is claimed that at high speed, 1,500 revolutions per minute, it will develop 18 horsepower. The bore and stroke are equal, 4 inches. All valves are mechanically operated. There are two cam shafts, both of which are enclosed in the aluminum crank case, one being on either side of the center.

The exhaust valve is 2 inches in diameter, and is located in the center of the cylinder head, there being a large exhaust chamber directly above the valve and surrounding its stem. This chamber is flanged to assist radiation. It is claimed that this construction has proven effective in preventing overheating. The exhaust valve stem which is ¾-inch in diameter, extends upward through a bushing in the valve chamber. It is depressed against the force of the returning spring by a rocker arm whose outer end is lifted by the usual cam-actuated lifter rod. There is an independent lifter rod and rocker arm set for each of the four exhaust valves. The inlet valves are located in chambers on the



THE PEERLESS 60-HORSEPOWER VICTORIA

side of the cylinders opposite to the exhaust valve lifter rods, and are mechanically operated by the usual lifter rods which bear directly against the valve stems. The spark plugs are located in the inlet valve chambers.

The fuel is supplied by a float feed carburetor of typical construction and the speed control of the motor is by throttling and change of the spark lead. The lubrication of the motor is by a splash system in which the initial oil feed is by an automatic positive appliance. The gasoline tank is of copper, in cylindrical form, and contains 12 gallons.

The transmission is initially through a planetary gear set on an extension of the engine crank shaft, and furnishes two forward speeds and a reverse drive. The gears are enclosed in a tight case which allows them to run in hard oil packed in the case. The high speed clutch is a leather faced cone of large diameter engaging the fly wheel. From the speed change gear the power is transmitted to a cross counter-shaft in the middle of the frame, this transmission being by a chain. The counter-shaft is provided with a spur gear differential, and the final drive is thus by double side chains to the rear wheels.

The brake system includes a band brake on the counter shaft and expanding brakes on the hubs of the rear wheels. The counter shaft brake is pedal operated, while the rear wheel brakes are operated by a side hand lever. The brake lever is so connected that when the brake is applied the clutch is disengaged.

The car is fitted with a body similar to that of its predecessor except in the particular of the tonneau, which now has double side doors, and which is roomy and comfortable, its floor space being 36 inches square. The car weighs, complete, 1,650 pounds.

#### FOUR-CYLINDER AIR-COOLERS

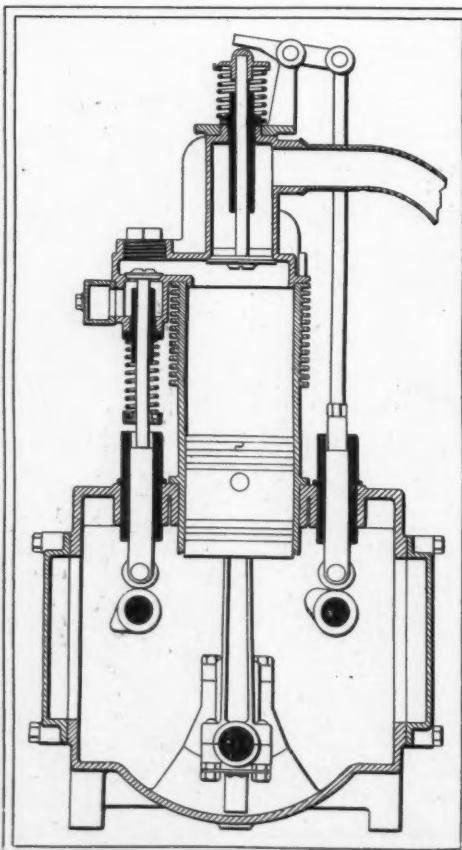
The Merkel Motor Co., of Milwaukee, Wis., which was recently organized with a capital stock of \$100,000 to succeed the Merkel Mfg. Co. in the production of motor bicycles and motors, has purchased the old factory and equipped it with considerable additional machinery. The manufacture of the Merkel

motor bicycle will be continued and the new model will be ready for introduction in about a month, while the company has already begun the introduction of its 12-14-horsepower four-cylinder motor which is made in both air and water-cooled patterns.

The bore and stroke are each  $3\frac{1}{2}$  inches. The crank case is made of nickel-aluminum alloy. The upper half carries all bearings and bushings so that the lower half, which is attached by means of studs, can be removed and the crank shaft and other parts examined. The crank shaft is a forging, the bearings of which are hardened and ground. The rear end of the shaft terminates in the flange to which the fly wheel is bolted. Special care is said to have been taken with the crank shaft for ample bearing surface for the connecting rods and other bearings.

The connecting rods are made of manganese bronze with the lower end bearing babbited with Phoenix babbitt. The pistons are of cast iron carrying four rings each. The parts are ground where it is considered necessary. The cylinders are of cast iron with the heads cast on the cylinder, hemispherical in shape. The valves are so located that there are no inlet or exhaust ports in the cylinder head at points where a quantity of metal would tend to hold heat. The inlet and exhaust valves are placed at an angle of 45 degrees on the head. Both are of the same size and are interchangeable. The spark plug is placed at the highest point of the cylinder head, a location tending to prevent collection of oil from the cylinder. The cams to operate the valves are actuated by ball-bearing eccentrics carried on the secondary shaft.

A forced draft is caused by means of two fans carried on vertical shafts which are connected to the crank shaft by means of bevel gears inside of the crank case. The air of



SECTION OF THE MARION MOTOR

these fans blows down onto the cylinder heads, the hottest part of the engine, and the fans run twice as fast as the crank shaft. Each engine carries with it its own ignition system in the shape of a magneto alternator, or high tension magneto. The distributor for the alternator is fitted on the engine and is connected with the secondary shaft.

The Merkel float feed carburetor is used. It has automatic and hand air adjustment besides the regular throttle and the needle valve to regulate the flow of gasoline. The splash system is used for lubrication and an oil gauge glass is conveniently placed in view of the operator, on the crank case. The engine without magneto and coil is said to weigh 220 pounds.

#### MOTOR CAR LITERATURE

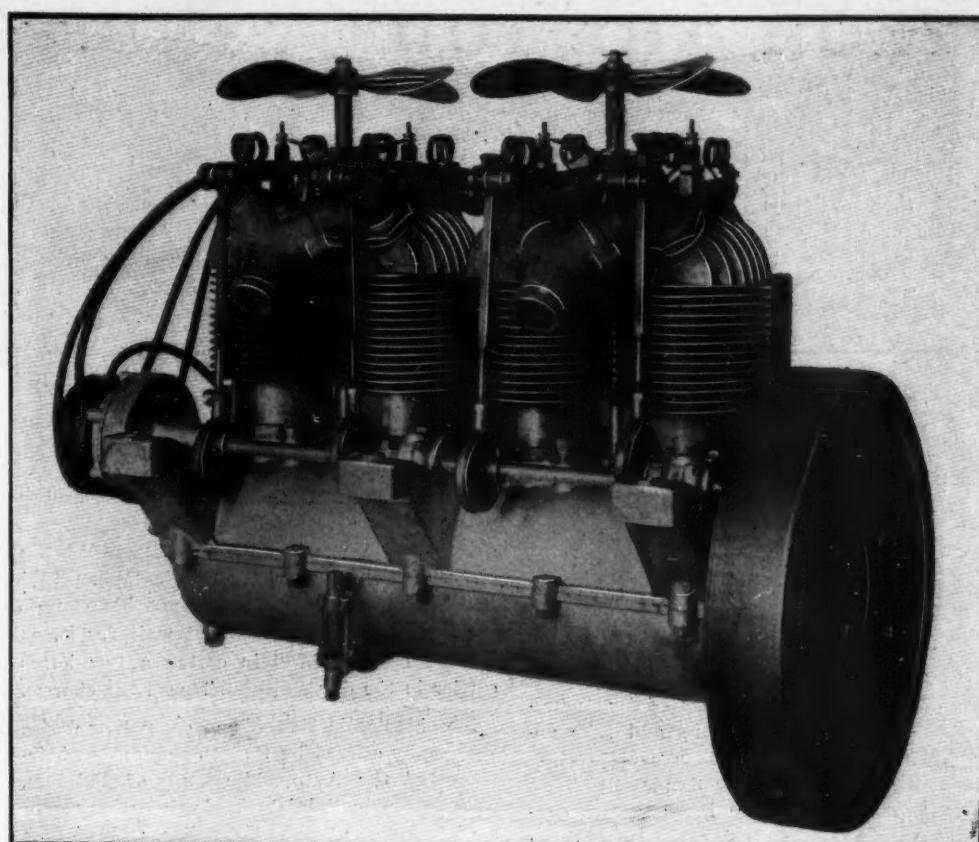
The J. H. Neustadt Co., of St. Louis, has issued a new 100-page catalogue of its extensive line of running gears, bodies, parts and appurtenances. Particularly noticeable among the new goods catalogued are the running gears and bodies for special purpose automobiles.

The F. S. Blanchard Co., Worcester, Mass., is sending out specimen pages of its interstate automobile register and tourists' guide, the first edition of which will relate to New England. It will contain an official list of registered automobilists, a gazetteer of cities, towns and villages, touring routes, state and local laws, automobile stations, hotels and a complete trade directory.

R. W. Whipple, proprietor of the Binghamton Automobile Co., of Binghamton, N. Y., has issued a complimentary route circular which tells how to get to Binghamton from different points in New York state.

#### BUILDING SIX-CYLINDER CARS

The Richard-Brasier concern, which won the James Gordon Bennett cup this year, is building three racing cars for the French eliminating race, the feature of these cars being the six-cylinder motors to develop from 110 to 120 horsepower. At the same time this information was published in France, a report was received that the Buire Works—Ateliers



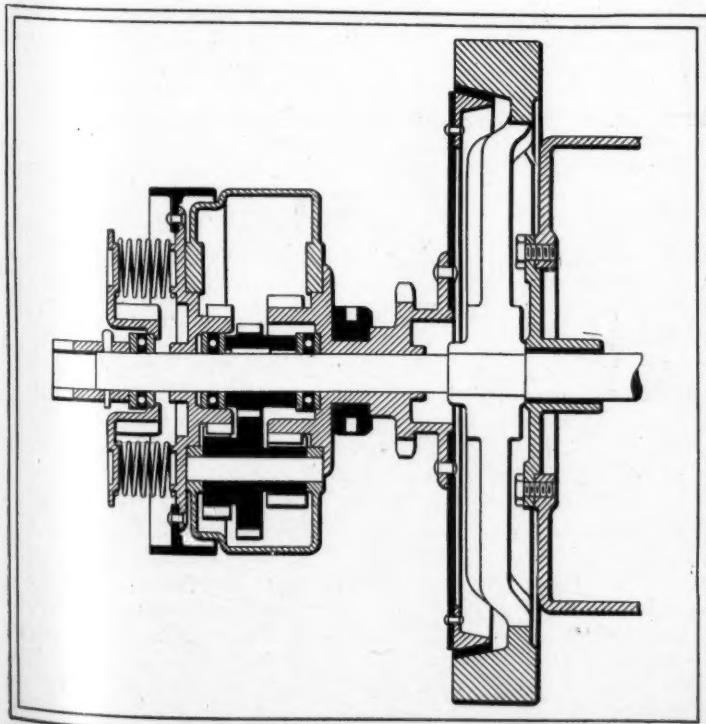
THE MERKEL FOUR-CYLINDER AIR-COOLED MOTOR

de la Buire—are entering the automobile field, are also building two racing cars for the cup race and that both machines will have six-cylinder motors and develop about 110 horsepower. A Frenchman connected with the trade thinks the decision of both of these concerns to build six-cylinder cars is a good one, because the increase in the number of cylinders improves the equilibrium of the motor. "If we compare motors of the same horsepower but different as to the number of cylinders," he said, "and if these motors are driven at the same speed, we will find that, by taking for a base the weight of the fly wheel of the one-cylinder motor at 100, the weights of fly wheels of the other

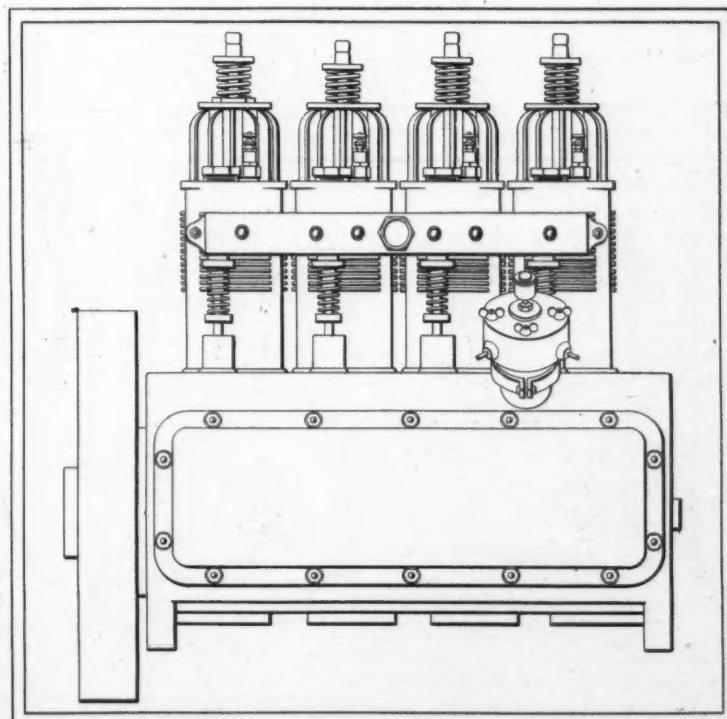
motors will be as follows: For two cylinders at 180 degrees, 0.63; for two cylinders at 360 degrees, 0.39; for three cylinders at 240 degrees, 0.20; for four cylinders at 180 degrees, 0.07; for six cylinders at 120 degrees, 0.01."

#### PEERLESS VICTORIA

The Peerless Motor Car Co., of Cleveland, O., has added to its 1905 line a 60-horsepower car, the motor of which is a duplicate of that used in the Peerless Green Dragon racing car used this fall on the track circuit by Barney Oldfield. The car is fitted with a Victoria body with hood for the rear seat, and is indeed a fashionable conveyance.



SECTION OF THE MARION TRANSMISSION GEAR



SIDE ELEVATION OF THE MARION MOTOR

## FROM THE FOUR WINDS

**Lewis for Starter—**  
Dai H. Lewis, secretary of the Automobile Club of Buffalo, has accepted the invitation of William J. Morgan to act as starter at the Ormond races in January.

**Seeing New Orleans—**The first big sightseeing car, having accommodations for forty persons, started in service in New Orleans, La., last week. It requires 2 hours to make the trip around the city in the monster vehicle.

**Small Car Test—**The German Motor Cyclists Association intends to arrange a reliability trial for small cars and motor cycles with side carriages. There will be three classes: One for small cars costing from \$375 to \$625; one for cars costing from \$625 to \$875, and one for motor cycles with side car costing up to \$375.

**Waking Up—**Philadelphia's daily newspapers are beginning to sit up and take notice. Most of them now run a special automobile department in their Sunday editions, while the Ledger and the Press devote considerable space to things automobiling through the week. The last-named papers have also begun to feature a series of routes from the Quaker City to towns within easy touring distance, giving a bright and chatty historical description of the places and things of interest on the way.

**Going to Show 'Em—**A. J. Seaton, representing the Black Diamond Automobile Co., of Utica, N. Y., recently appeared before the police and fire commissioners of that city and urged the use of an automobile in the fire department for the chief. Mr. Seaton asked permission to equip an automobile for the chief instead of the present horse and wagon. He said the machine could carry three men besides the driver, hand extinguishers and 1,000 feet of hose and he did not think there was any question that such an equipment would save considerable property from fire loss. He said fires could be reached much quicker than by horses and the machine could be used 10 months in the



isfactory he would sell it to the department for \$900. The board will act later.

**Want Big Guests—**The king of the Belgians will probably inaugurate the Brussels automobile show and the local dealers are reported to have begun a movement to induce the government to invite President Louvet, of France, to be present.

**Keep the Change—**A New York broker was recently arrested by a policeman for fast driving. He was fined \$25 and handed the clerk of the court a \$100 bill. When told it would take some time to get his change the broker said he would not wait for it, as he had made \$18,000 in cotton a few hours earlier in the day and didn't need the change.

**No Neutralization—**The competition for the trophy offered by Count Jacques de Liedekerke of the Automobile Club of Belgium, will be run in Belgium in April or May over a distance of at least 250 miles, and without neutralizations if possible. The event is open to touring cars only. The cars must be entered by the manufacturers and one maker may not enter more than three cars.

**Plans Changed—**At a recent meeting of representatives from nine out of the fourteen clubs which form the Southeast Federation of Automobile Clubs of France, it was decided that owing to the interdiction of road races, the Provinciale cup would be made a touring competition. In 1900 it was a road race and Chauchard, in a 12-horsepower Panhard, won the event, covering the distance of 112 miles in 3:04:30. In 1901 Chauchard won the race again and covered the same distance in 2:45:00 with his 24-horsepower Panhard. Next year only touring cars and motor cycles will be put in line, and the cars besides being of the regular stock class, must carry four passengers. It has also been decided that only cars costing more than \$1,600 will be accepted in the event reserved for cars, and

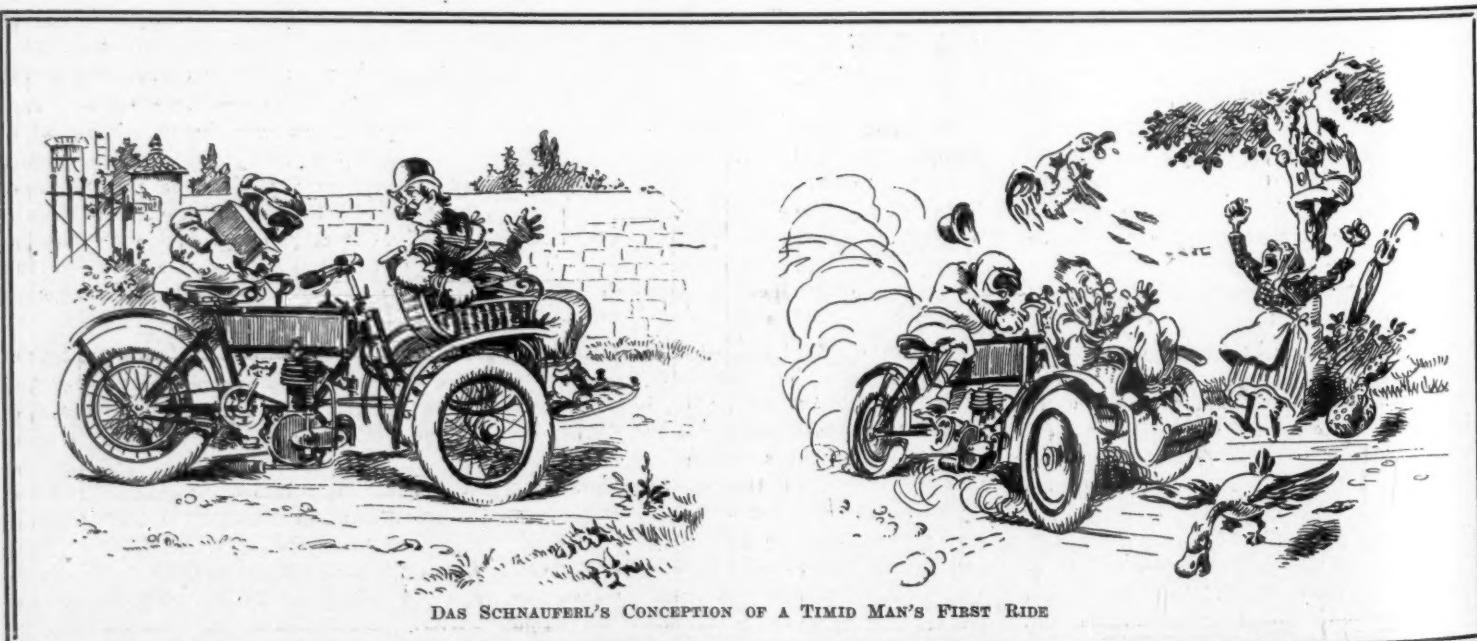
that the voitures which will compete in the class for these vehicles must cost less than \$1,600.

**Held Up Automobilists—**Many automobilists have lately been the dupes of a gang of highwaymen who operated in the woods near Belleville, N. J., claiming they were constables and judges and imposing fines of \$25. It is stated that the gang earned several hundred dollars by this get-rich-quick method.

**Two Concerns, Many Records—**While one automobile concern in France holds the world's records for 1 kilometer flying start, 1 mile standing start, and 1 kilometer up hill, for all classes of cars, the manufacturers of the Peugeot motor cycle hold the world's records for the same distances, made by Lanfranchi in, respectively, 29 1-5 seconds for the kilometer flying start, 57 4-5 seconds for the mile standing start, and 29% seconds for the kilometer up hill, with a flying start.

**The Quaker Representative—**Edward M. Steck, a millionaire member of the Automobile Club of Philadelphia, Pa., will be the only representative of the Quaker city to enter a car in the Ormond-Daytona races next month. It is a huge Darracq, with a horsepower claimed to be in excess of 180. Mr. Steck has had his car but a short time, and was very anxious to see it go through its paces. There is no place in the north, especially in winter weather, where a speed trial could be indulged in, and he be thought himself of a scheme whereby he might get a line on the abilities of his flyer. He sent in a formal petition to the officials of the Pennsylvania railroad for permission to run the car at speed over its tracks from Jersey City to Philadelphia. F. A. La Roche, who, with George H. Shaw, the Darracq representative in Philadelphia, will operate the car, says he had attained a speed over short distances equivalent to a rate of 104½ miles an hour. This would indicate that the car could burn up the 89 miles between Jersey City and the Quaker city in close to 50 minutes. The railroad authorities have not as yet answered Mr. Steck's letter, but in the event of a favorable response the trial will attract widespread attention. Flanged wheels, such as Mr. Glidden used in his rail-

DAS SCHNAUFERL'S CONCEPTION OF A TIMID MAN'S FIRST RIDE



road touring in the west some months ago, will be fitted to the car—always providing, of course, the railroad company favors the scheme, which seems unlikely.

**American Prize Offered**—Alexander Burton, an American yachtsman and automobilist, has offered a trophy for a motor boat race to be run in Cannes, France. It is open to craft from all countries, but they must not be more than 60 feet long. The distance will be at least 62 miles.

**Sanctioned by Wales**—Following the example of the president of the French Republic and of the emperor of Germany, the prince of Wales, of England has given its patronage to the automobile show of the Society of Motor Manufacturers and Traders, which will be held in the Olympia hall next February.

**Boston at Ormond**—The Boston motorists will be well represented at the Ormond meet. Harry Fosdick of the Winton, A. E. Morrison of the Peerless, George Lowe of the White, A. E. Gilmore of the Rambler and J. H. MacAlman of the Locomobile, will be among the spectators. So far as contestants are concerned the Boston delegation will be headed

by H. L. Bowden and William Wallace, and both promise to have something surprising for the followers of the sport.

**Cup Race in France**—The Harmsworth cup, also known as the international prize for motor boats, will be run in France in the bassin d'Arcachon September 11. There will be an eliminating race among the French competitors if more than three enter for the cup race.

**After Technical Funds**—It has been suggested in England that the Automobile Club of Great Britain and Ireland ask the county councils that they arrange that courses in automobile mechanics should be organized with part of the funds which are usually placed at the disposal of these councils for technical instruction.

**Join Many Clubs**—George J. Gould belongs to twenty-eight clubs, including the Automobile Club of America; Cornelius Vanderbilt has a membership in the same club and ten others, while Alfred G. Vanderbilt belongs to seven clubs, including the Automobile Club of America. W. Gould Brokaw, also a member of this organization, has eight other memberships.

**Dropped Stage Coach**—Jim Higgins owns an automobile line of transportation between Goldfields and Tonapah, Nev. Although he has only two cars in use he is said to do a thriving business in the gold mine region.

**Story Revived**—The story of a Long Island speedway has again been started on its rounds. This time it is to be a 40-mile circuit in Nassau county, running through private property and crossing no roads at grade. The tale is probably as true as its numerous predecessors.

**Roads Assured**—The board of supervisors of Syracuse, N. Y., has received from the state engineer plans for the construction of 12 miles of good roads in Onondaga county. The total cost will be \$119,500. Several of the roads which will be improved are popular drives for automobilists.

**Talked On Oils**—At the monthly meeting of the Chicago School of Motoring, which was held Monday evening, December 12, in the school rooms at 246 and 248 State street, J. S. Cleverdon made an address on gasoline and W. E. Mitchell one on lubricating oils. There was an unusually large attendance outside of the regular students.

## CURRENT MANUFACTURING MISCELLANY

**Something New**—The Hill-Climbing Auto Mfg. Co., of San Francisco, Cal., has purchased a site for a factory, where it will build cars.

**Got a Medal**—The Duff Mfg. Co., of Allegheny, Pa., has been awarded a gold medal by the superior jury of the St. Louis world's fair for the Barrett patent compound lever jacks made by the concern.

**Cameron Agencies**—Cameron cars will be handled next year by the following concerns: Charles Rockliff Motor Car Co., Brooklyn, N. Y.; G. R. Champlain, Jacksonville, Fla.; P. H. Johnston & Co., Newark, N. J.

**Stanley Branching**—The White Automobile Co., Columbus, O.; R. R. Kimball, Omaha, Neb., and Edwin E. Sweeney, Nashville, Tenn., will handle Stanley cars next season. These cars are made by the Stanley Motor Carriage Co., of Newton, Mass.

**New California Concern**—The Automobile Battery Co. was recently organized in Santa Cruz, Cal., and will manufacture storage batteries of all sizes and repair and store electric vehicles. It is also possible that electric vehicles will be built. The officers of the company are: Henry Kron, president; W. H. Lamb, vice-president; Edward C. Lilly, secretary, and Phillip Trapp, superintendent. Fred W. Archer, with the officers, form the incorporators and board of directors.

**Getting in Shape**—Harry Knox, formerly vice president and designer of the Knox Automobile Co., is fast getting his machinery and equipment in shape to begin the building of commercial automobiles, in which line his earlier company has turned so much of its attention with such success. For a time Harry Knox will give little or no attention to the pleasure vehicle line, and will devote all his energies to what he believes will be the more profitable and long-lived field of motor development. It is Mr. Knox's idea to increase the field of commercial use and while busy in the details of shop organization, he is giving some attention to the

application of the air-cooled idea to large plowing schemes, where the use of heavy water weight has proved a detriment to the use of steam or other power.

**Compound Name**—The Freyer-Mueller is the name of the car which the Oscar Lear Automobile Co., of Columbus, O., will put on the market next season.

**Canton Has Factory**—A new automobile concern has been organized in Canton, O., by J. E. Long and John Crawford to build the Long-Crawford car. The factory formerly occupied by the Massillon Rubber Co. may be occupied by the new concern.

**Sampson Buys Crest**—An arrangement has been made whereby the capital stock of the Crest Mfg. Co., of Cambridge, Mass., is transferred from Henry E. Loud to Alden Sampson II., of Pittsfield, Mass. This transfer of stock carries with it the Selden license of the Crest company. Mr. Sampson will be remembered as the manufacturer who last year entered a car for the American trials for position on the international cup race team.

**Too Many Nationals**—The National Motor Vehicle Co., of Indianapolis, Ind., has had more or less difficulty for some years past owing to the number of companies organizing throughout the country and taking the name "National." In its opinion the thousands of dollars spent in popularizing the National automobiles should entitle the company to protection in this direction. A recent corporation in New Jersey, under the name National Automobile Co., is liable to be confused with the National Motor Vehicle Co. and the latter takes occasion to call attention to the fact that the Indianapolis concern is in nowise connected with the New Jersey corporation. Just as soon as the home address of the New Jersey corporation becomes known the National company proposes to request the selection of a name less liable to be conflicting. In the meantime it desires to direct the attention of the trade to the

fact that the National Motor Vehicle Co. is located in Indianapolis and is continuing its line of National gasoline touring cars and electric vehicles.

**Fisk's Western Branch**—The Fisk Rubber Co., of Chicopee Falls, Mass., has opened a branch at 1034 South Main street, Los Angeles, Cal.

**Move in May**—The J. S. Leggett Co., manufacturer of the Iroquois car, will probably not move from Syracuse until May. Offers are being considered from Buffalo and Niagara Falls.

**Want to Condense**—It is reported that the Buick Motor Co., of Jackson and of Flint, Mich., will try to arrange to have all its cars completely built in the Jackson factory within a few months. At present the accommodations do not permit this and therefore the cars cannot be completed in only one factory.

**Tire Prices Drop**—The Dunlop Tire Co., of Great Britain, has reduced prices on its tires and tubes by merely 33 per cent. On a pair of tires 34 by 3½ inches there will be a saving of almost \$16 over the 1904 price, while on a pair of tires 32 by 3½ inches the saving will amount to \$14.50. It is reported that other British tire companies will now reduce prices and it is expected that before winter is over the prices of first-class tires will be reduced by almost 45 per cent over last year's figures.

**Many New Agents**—The following agents have been named by the Mitchell Motor Car Co., of Racine, Wis., to handle its cars next season: H. L. Hall, 150 Michigan avenue, Chicago, Ill.; Westminster Automobile Co., St. Louis, Mo.; George Bailey, 312 Wells street, Milwaukee, Wis.; Twin City Automobile Co., Minneapolis, Minn.; P. H. Greer, Los Angeles and Third streets, Los Angeles, Cal.; R. P. Bayly & Co., 1052 St. Charles avenue, New Orleans, La.; Robert Smythe, Rock Island, Ill.; F. Somellera y Bermejillo, Mexico City, Mexico.



## GOSSIP OF THE GARAGES

**Receiver for Garage—**  
The Auto Garage Co., of Plainfield, N. J., has asked for a receiver.

**Has Stevens-Duryea—**  
The Brunn Carriage Co., of Buffalo, which has projected an automobile branch of its business for 1905, has taken the Buffalo agency for the Stevens-Duryea, formerly handled in Buffalo by the Alex Weller Co.

**Has Good Man—**Horace B. Hills, Jr., has been appointed New England representative of the Mercedes by Allen, Halle & Co. He will handle the car in the Boston section, and if his successes are as great this year as they have been in the past the move will prove a success for the importers.

**On Big Scale—**What will be one of the best equipped repair shops and garages in Cleveland, O., is being opened by the Automobile Livery Co., at 92 Ontario street. W. S. Ringle, the manager, will spare no expense to equip himself with everything necessary to carry on a successful business. A first class repair shop, charging plant, and storeroom large enough to accommodate from fifty to a hundred cars. He will also run a livery in connection.

**Nice Present—**William H. Bex has been chosen manager of the Amos-Pierce Automobile Co. of Syracuse, N. Y. Upon the occasion of his leaving the H. H. Franklin Co., where he held a responsible position, the employes presented him with a handsome diamond ring Saturday afternoon. Mr. Bex has been in the business from the start and was formerly in the bicycle business. The Amos-Pierce Co. will fit the building now occupied by the J. S. Leggett Co. into one of the finest garages in the state. A carload of Oldsmobiles has already arrived. The company has secured the agency for the Truffault-Hartford shock absorber, made by the Hartford Suspension Co., of New York, in the counties of Jefferson, Onondaga, Cortland and Broome.

**Leased New Garage—**Announcement is made that the Standard Automobile Co., of New York, American agent for the Decauville cars, whose garage was destroyed by fire last Monday, has leased the great garage now occupied by the Central Automobile Co. at 1684 Broadway, between Fifty-second and Fifty-third streets. The building constitutes probably the largest garage in the metropolis so far as area covered goes. It extends through to Seventh avenue and has a frontage of fully 100 feet on each street. It is at present two stories high, with a single-story extension back to Seventh avenue. It is, however, proposed to erect a new Broadway front of several stories, with club room facilities, chauffeurs' quarters, baths, lockers and salesrooms for parts and supplies. There is already a large repair shop at the Seventh avenue end and the main floor will store 250 cars. The garage is located in the new and rapidly-growing Broadway garage district in the immediate neighborhood of twenty automobile establishments, with several more garages in the course of erection. Until the return of E. T. Birdsall and E. S. Partridge from the Paris show the salesroom will be con-

tinued at 136 East Thirty-eighth street. The Central Automobile Co., agent for the Mors, Peugeot and Napier cars, will shortly move to another salesroom in the Broadway district.

**In Temporary Place—**The Eastern Automobile Co., of Philadelphia, Pa., was recently organized and has secured the exclusive agency for the Peerless and Stevens-Duryea cars in the Quaker city. Temporary offices have been taken at 712 Girard Trust building pending the completion of an up-to-date garage and salesroom.

**Cleveland Garage Burns—**The fire which occurred in the repair shop of the Oldsmobile Co., of Cleveland, O., last Thursday night is estimated a loss of over \$25,000. The fire started in a corner of the repair shop about 10 o'clock in the evening, the flames spreading rapidly through the building, the upper part of which is used as a bowling alley, nearly causing a panic among the pleasure seekers. An alarm of fire was sent in and the department quickly brought the fire under control, but not until twenty-three machines were badly damaged and will need a lot of repairing on them.

**Toledo Agents Fixed—**Toledo, O., automobile dealers are closing contracts with different concerns to handle machines during the coming season. The Kirk-Hall Co. announced this week that its line would consist of four gasoline and two electric brands, Oldsmobile, Yale, Stevens-Duryea, Franklin, Waverley and Buffalo. The Lichtie Automobile Co. will handle the Autocar, Cadillac and National. Mr. Lichtie said he was desirous of adding another gasoline car to retail at about \$1,000. River Brothers have not decided whether they will take an agency or not. They are talking seriously of going into the second-hand business. The concern opened a garage early in the fall, so the coming season will be practically their first year in the automobile busi-

ness. The Toledo Motor Car Co. will know by the end of the week what its line will be. Among the list will be the Winton, Columbia and Pope.

**Fiat Arrive—**Hollander & Tangeman, of New York, have received the first of the Fiats they are to show at the importers' automobile salon.

**Automobile Hospital—**George C. Smith and M. O. Randall have opened a garage in Pasadena, Cal., known as the "Automobile Hospital." It is located at 38 to 42 West Union street and will remain open day and night.

**New Concern, Old Place—**The Los Angeles Garage Co. is a new concern in Los Angeles, Cal., which now occupies the building formerly used as a garage by Norman W. Church. The owner of the automobile station is Will G. Nevin.

**Foss Back Again—**W. J. Foss, Boston representative of the Pope interests, was confined to his home several days last week by a severe cold. He is up and about again, however, and attending to business in his customary style, although still suffering somewhat from the effects of his illness.

**New Worcester Firm—**Jesse O. Norcross and H. E. Shiland have formed a new concern in Worcester, Mass., under the name Norcross & Shiland, and will handle the Pope-Toledo and Autocar next season. A two-story building 100 by 36 feet will be occupied by the new firm at 214 Summer street by the first of the year.

**Sixteen a Week—**The New York branch of the Locomobile Co. of America is taking orders for the 1905 cars at the rate of sixteen a week. Hardly a day passes that John F. Plummer, Jr., the manager, does not take a party of intending buyers to the Bridgeport factory for instruction. On these occasions he makes the run in 1 hour 35 minutes and then takes a trip to his home at Irvington-on-the-Hudson by way of Portchester and White Plains in 2 hours.



THE GARAGE OF THE STANDARD AUTOMOBILE CO., OF NEW YORK, AFTER THE FIRE LAST WEEK

# AMERICAN MOTOR LEAGUE

## OFFICERS

ISAAC B. POTTER, President,  
Potter Building, New York.  
CHARLES E. DURYEA, First Vice-Pres.,  
Reading, Pa.  
W. GRANT MURRAY, Second Vice-Pres.,  
Adrian, Mich.  
S. W. MERRIHEW, Third Vice-Pres.,  
154 Nassau St., New York.  
FRANK A. EGAN, Secretary,  
132 Nassau St., New York.  
FREDERICK B. HILL, Treasurer,  
32 Binford St., Boston.

National Headquarters  
Vanderbilt Building      New York



## OFFICIAL BULLETIN

### PENNSYLVANIA ROAD BOOK

Last week this page contained a miniature of the outline map showing A. M. L. routes in Pennsylvania. This is one of the ten states from which the league is now collecting detail information of routes shown in the outline maps. The routes in Pennsylvania will include substantially the following: 1. Westward from Honesdale to Scranton, Towanda, Wellsboro, Coudertsport, Smithport, Bradford, Warren, Union City and Erie. 2. Again westward from Stroudsburg to Scranton and thence westward via route 1. 3. Again westward from Stroudsburg to Mauch Chunk, Pottsville, Harrisburg, Mifflintown, Bellefonte, Clearfield, Clarion, Kittanning, Pittsburg, Beaver and Newcastle. 4. Philadelphia to Pottstown, Reading, Pottsville, Middleburg, Lewistown, Altoona, Indiana, Greenburg, Pittsburg, Beaver and Newcastle. 5. Philadelphia to Pottstown, Reading, Lebanon, Harrisburg, Carlisle, Bedford, Somerset, Connellsburg and Waynesburg. 6. Southward from Binghamton, N. Y., to Montrose, Scranton, Wilkesbarre, Mauch Chunk, Allentown, Pottstown, Westchester and Wilmington, Del. 7. Southward from Towanda to La Porte, Bloomsburg, Harrisburg and thence down the Susquehanna river to and across the Maryland border. 8. Southward from Wellsboro to Williamsport, Lewisburg, Harrisburg and thence as in route 7. 9. From Bradford or Warren southward to Ridgway, Clearfield, Altoona, Bedford and Cumberland, Md. 10. From Erie southward to Meadville, Franklin, Kittanning, Pittsburg, Connellsburg and Cumberland, Md. 11. Routes connecting the above named routes at various important and convenient points. Some of these routes are of the strenuous sort; some are, at times, almost impassable; but the question of the hour at league headquarters is "Which is which?"

The league will send a route slip to each automobilist in Pennsylvania whose name and address can be obtained and all will have opportunity to contribute to the making of the road book of that state. Much of this route information has already been filed with the secretary, but this must be checked and verified before being put into print. The league will receive and arrange all route information, carry on all correspondence necessary to insure its reasonable correctness, separate and classify the different routes, prepare all copy for the printer, make contracts for the printing and binding, prepare all necessary maps,

correct all proofs, pay all bills and send a free copy of the completed road book to every member of the league in the Keystone state. Members in other states will be entitled to copies at nominal cost, one to each, and in the same manner Pennsylvania members will be entitled to receive road books of other states, one to each, at a nominal price. Persons not members of the A. M. L. will be required to pay a substantial price for these books, say \$2 per copy, and the fund thus realized will be used toward publishing later and enlarged editions.

### PENNSYLVANIA'S DUTY

The automobilists of Pennsylvania must coöperate with the league if this work is to be done in a creditable way. They should, in the first place, enroll their names on the membership list of the A. M. L. in substantial numbers, and all members should send to the secretary the names and addresses of motor car users among their acquaintances who would make desirable members of the organization. This request is made because of the difficulty in getting "official" lists of automobilists in that state. The law requires them to register, not in one office, but in many offices, and the secretary has found it next to impossible to get a satisfactory or complete list. Next, the Pennsylvania automobilists should promptly and generously respond when asked to fill out and send in the route slips, for without these complete information cannot be compiled. All work at headquarters is supervised by voluntary officers, who, without pay, are giving much time to this work. Naturally, as business men, they have some trifles of personal affairs to demand their attention, so that all the help accorded by A. M. L. members is appreciated.

### CONSULS TO BE APPOINTED

There are sixty-seven counties in Pennsylvania and to get this route information into formal shape the A. M. L. should have official representatives in all important centers within the state. The league has over 400 local consuls, mostly in other states. Pennsylvania should have her due representation. Let every automobilist in that state who is willing to serve the organization in a modest official way—and who believes in making it the greatest national organization ever devoted to a noble cause—send his name and address to the secretary.

## THIS LEAGUE

### Is Now Collecting Route Information

covering all automobile routes in the important states and will publish road books for motor car users as fast as complete information is received. The A. M. L. is the only organization engaged in this work, and it invites the co-operation of all persons interested. For full information and membership blanks address American Motor League, Vanderbilt Building, New York City.

### RAILROAD FARES

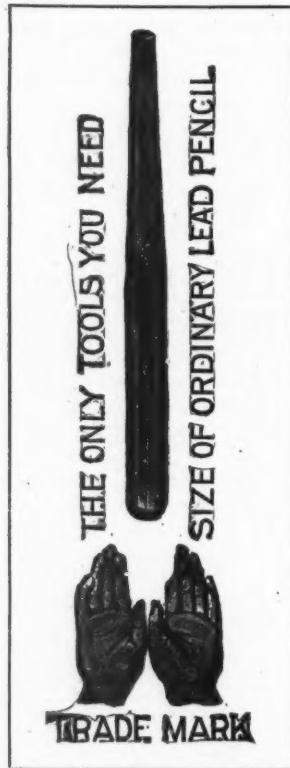
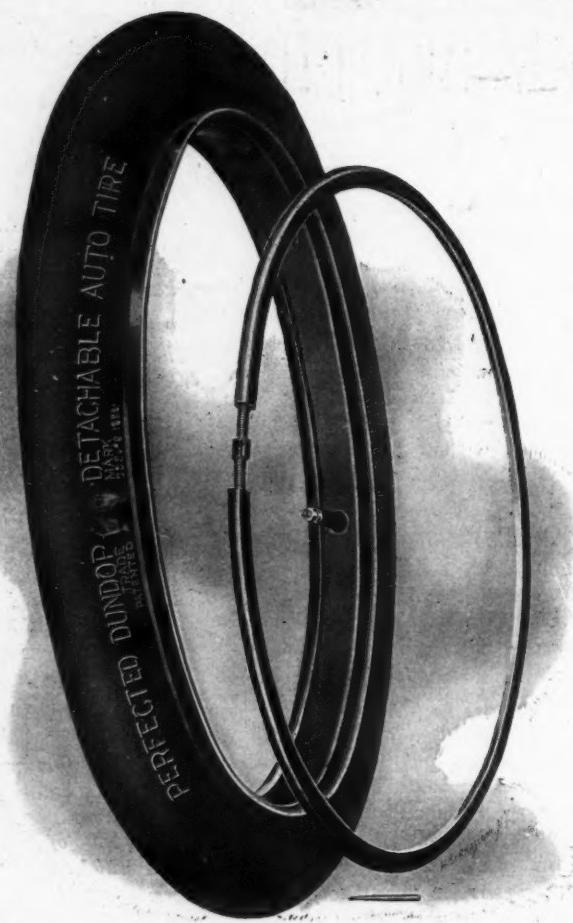
Hundreds of automobilists who visit New York and Chicago in January and February will present themselves to the league representative and ask that their railroad certificates be signed to enable them to save a few dollars under the excursion rate concession. Again, let all bear witness that the league is trying to make one fact plain: *This reduced rate is not for the indiscriminate benefit of persons who attend the automobile shows. It has no reference whatever to the automobile shows.* The league holds its meetings at the times of these shows because many of its members are then in these cities and the occasion is therefore timely and convenient, but the league does not set the highest value on a member who joins the organization for no better reason than to save a few dollars of railway fares. Accordingly the league, while welcoming new members to its ranks at all times, has deemed it best to repeat its warning already promulgated by the railroad companies and printed on this page, viz.: *Members joining the A. M. L. during the progress of the shows at New York city and Chicago will not be given the benefit of any reduced rate of railroad fares which may be extended to league members.*

### MEMBERS WANTED

A great and useful organization does not spring up in a single night. It becomes great and useful only by an increase of members. This league is growing, but it cannot grow too fast. Members joining now will have place in the "pioneer class"—limited to the first 5,000—and this distinction will be a proud one when the A. M. L. list has touched the 100,000 mark. There is no initiation fee. The dues are almost nothing, \$2 a year. Send your name and address with one year's dues to the secretary at Vanderbilt building, New York city.

Every membership card shows upon its face the date when it expires. Let every member keep in mind the date when his renewal fee is due. Do not wait for a letter from the secretary. That official is already worked to the limit, and he pays his dues every year into the bargain. Just write him a line of encouragement enclosing your renewal fee, \$2, and let him know that his efforts are noted and appreciated. At the same time don't forget your MOTOR AGE subscription, and while you are about it send in the name of a new member—or two.

# The Perfected Dunlop Detachable Tire



Other Tires wear out, blow out, become rim-cut, creep, pinch the tubes, blow off the rims when inflated, and have endless troubles, but not the "Perfected Dunlop."      ::      ::      ::      ::  
The Perfected Dunlop Tire runs until it is worn out

## The Hartford Rubber Works Co.

BOSTON  
PHILADELPHIA  
CLEVELAND

NEW YORK  
BUFFALO  
DETROIT

...Hartford, Connecticut...

MINNEAPOLIS      DENVER  
SAN FRANCISCO      CHICAGO  
ST. LOUIS      LOS ANGELES